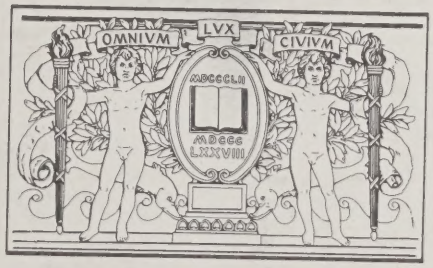

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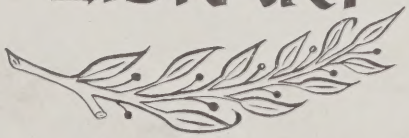


MODEL CITY PROPOSAL

"PART II, SECTION B - THE MODEL NEIGHBORHOOD AREA"

An Analysis

DRAFT PREPARED BY: ABCD PLANNING AND EVALUATION DEPARTMENT
March, 1967
Robert Coard, Director

(Editorial Comments)

1. Total Population
2. Racial Composition
3. Age Composition
4. Family Income
5. Employment
6. Education
7. Health
8. Housing
9. Social Profile
10. Migration Analysis (to 1964)

George Bennett, Executive Director, ABCD

TOTAL POPULATION

In 1960, the most recent date for which complete-count data is available, the population of the Model City area was 70,424, approximately 10% of the population of the City of Boston as a whole, which stood at 697,197. The largest sub-area of the Model City area (a portion of the Roxbury-North Dorchester neighborhood), with 39,221 residents, contained more than one-half of the total Model City population. Next in 1960 population rank-size were the Dorchester sub-area (11,171 residents), the Jamaica Plain sub-area (8,655 residents), the Highland Park sub-area (6,867 residents), and the Campus High sub-area (4,510 residents).

Between 1950 and 1960, the population of the Model City underwent a marked decline. In 1950, the U.S. census counted 92,087 residents in the area. From 1950 to 1960, the Model City's population thus decreased by 23.5%, over twice the rate at which population declined in the city as a whole (11.4%).

Population decrease from 1950 to 1960 was greatest in the Campus High sub-area, which lost nearly one-half its residents (46.9%) over the period. The Highland Park sub-area, in addition, lost population at a greater rate (31.1%) than the Model City as a whole. In the Roxbury-North Dorchester sub-area population decline was at about the same rate (23.6%) as in the total Model City. More moderate population decreases were experienced in the Jamaica Plain sub-area (14.0%) and the Dorchester sub-area (8.8%)

Decline in the Model City's population was accompanied by a modification of its racial composition, since the patterns of white and non-white population change were contrary. While the area's

(Model City Proposal)

TOTAL POPULATION

In 1980, the most recent date for which complete-count data is available, the population of the Model City area was 73,[illegible], approximately 10% of the population of the City of Buffalo as a whole, which stood at 357,[illegible]. The largest sub-area of the Model City area (a portion of the Roxbury-North Dorchester neighborhood), with 39,221 residents, contained more than one-half of the total Model City population. Next in 1980 population rank also were the Dorchester sub-area (11,171 residents), the Jamaica Plain sub-area (6,[illegible] residents), the Highland Park sub-area (5,[illegible] residents), and the Campus Hill sub-area (1,510 residents).

Between 1950 and 1980, the population of the Model City underwent a marked decline. In 1950, the U.S. census counted 92,087 residents in the area. From 1950 to 1980, the Model City's population thus decreased by 21.[illegible], over twice the rate at which population declined in the city as a whole (11.[illegible]).

Population decreases from 1950 to 1980 was greatest in the Campus Hill sub-area, which lost nearly one-half its residents (46.9%) over the period. The Highland Park sub-area, in addition, lost population at a greater rate (31.1%) than the Model City area as a whole. In the Roxbury-North Dorchester sub-area population decline was at about the same rate (23.6%) as in the total Model City. More moderate population decreases were experienced in the Jamaica Plain sub-area (19.0%) and the Dorchester sub-area (8.8%).

Decline in the Model City's population was accompanied by a modification of its racial composition, since the patterns of white and non-white population changes were contrary. While the area's

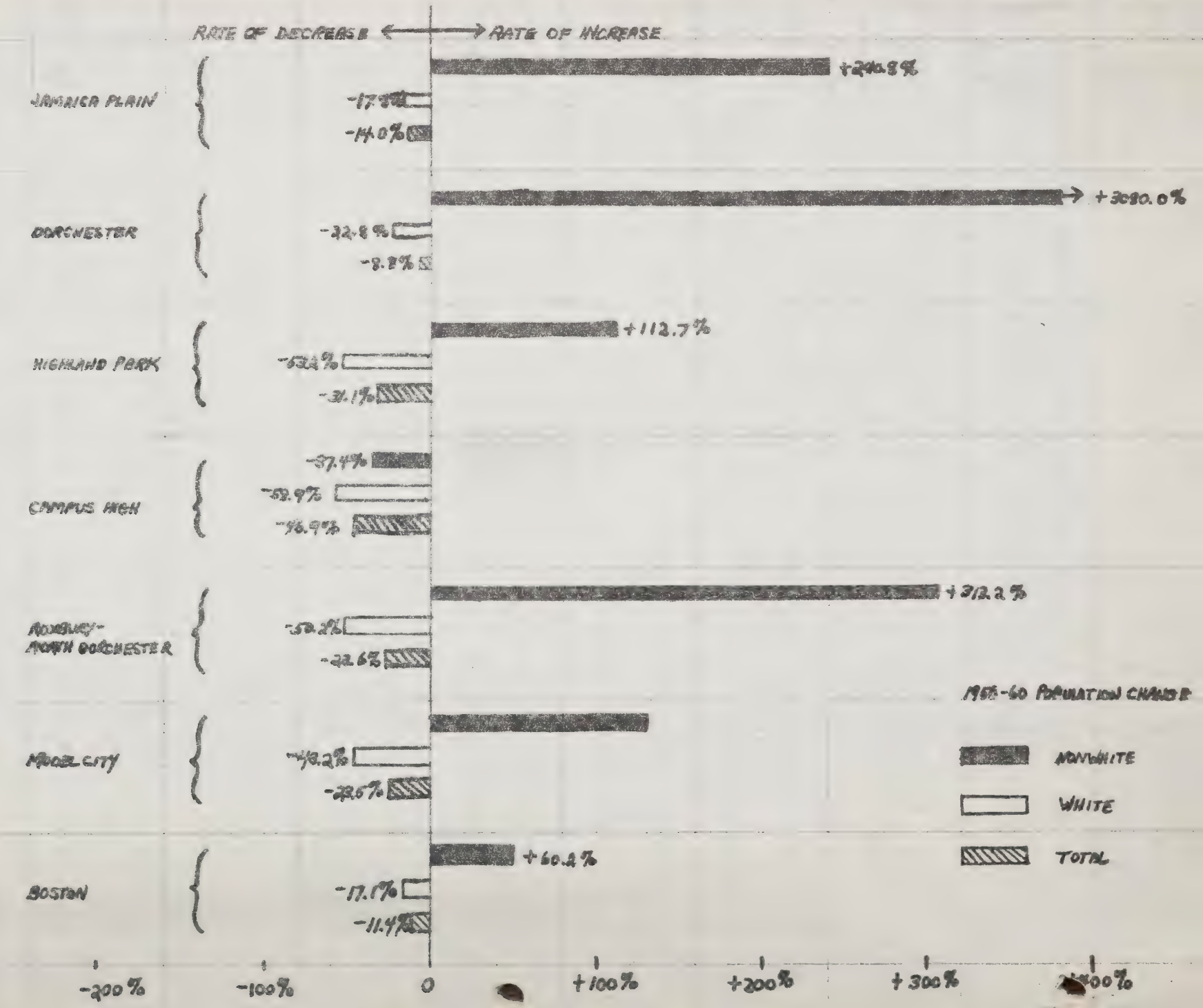
white population dropped by 43.2%, non-white population in the area more than doubled, increasing by 135.1% from 1950 to 1960. In the City of Boston as a while, both the decrease in white population (at 17.1%) and the increase in Negro population (at 60.2%) occurred at a lesser rate than in the Model City.

Within the Model City, considerable variations in population change by race were apparent, although in all but one sub-area (Campus High) white decrease was accompanied by non-white increase. Losses in white population ranged from 8.8% in the Dorchester sub-area to 46.9% in the Campus High sub-area. Increases in non-white population ranged from 112.7% in the Highland Park sub-area 3080.0% in the Dorchester sub-area.

1950 - 1960 POPULATION CHANGE: MODEL CITY & SUB-AREAS COMPARED TO BOSTON (SOURCE: U.S. CENSUS)

	TOTAL POPULATION		% CHANGE	WHITE POP.		% CHANGE	NON WHITE POP.		% CHANGE
	1950	1960	1950-1960	1950	1960	1950-1960	1950	1960	1950-1960
BOSTON	801,444	697,197	-11.4%	758,700	628,704	-17.1%	42,744	68,493	+60.2%
MODEL CITY	92,087	70,424	-23.5%	82,062	46,852	-43.2%	10,025	23,572	+135.1%
ROX.-N. D.	51,307	39,221	-23.6%	47,548	23,687	-50.2%	3,759	15,534	+313.2%
CAM. HIGH	8,492	4,510	-46.9%	3,754	1,543	-58.9%	4,738	2,967	-37.4%
HIGH. PARK	9,972	6,867	-31.1%	8,646	4,046	-53.2%	1,326	2,821	+112.7%
DORCHESTER	12,254	9,422	- 8.8%	12,199	9,422	-22.8%	55	1,749	+3080.0%
JAMAICA PLAIN	10,062	8,154	-14.0%	9,915	8,154	-17.8%	147	501	+240.8%

1950-1960 POPULATION CHANGE: MODEL CITY AND SUB-AREAS COMPARED TO BOSTON (SOURCE: U.S. CENSUS)



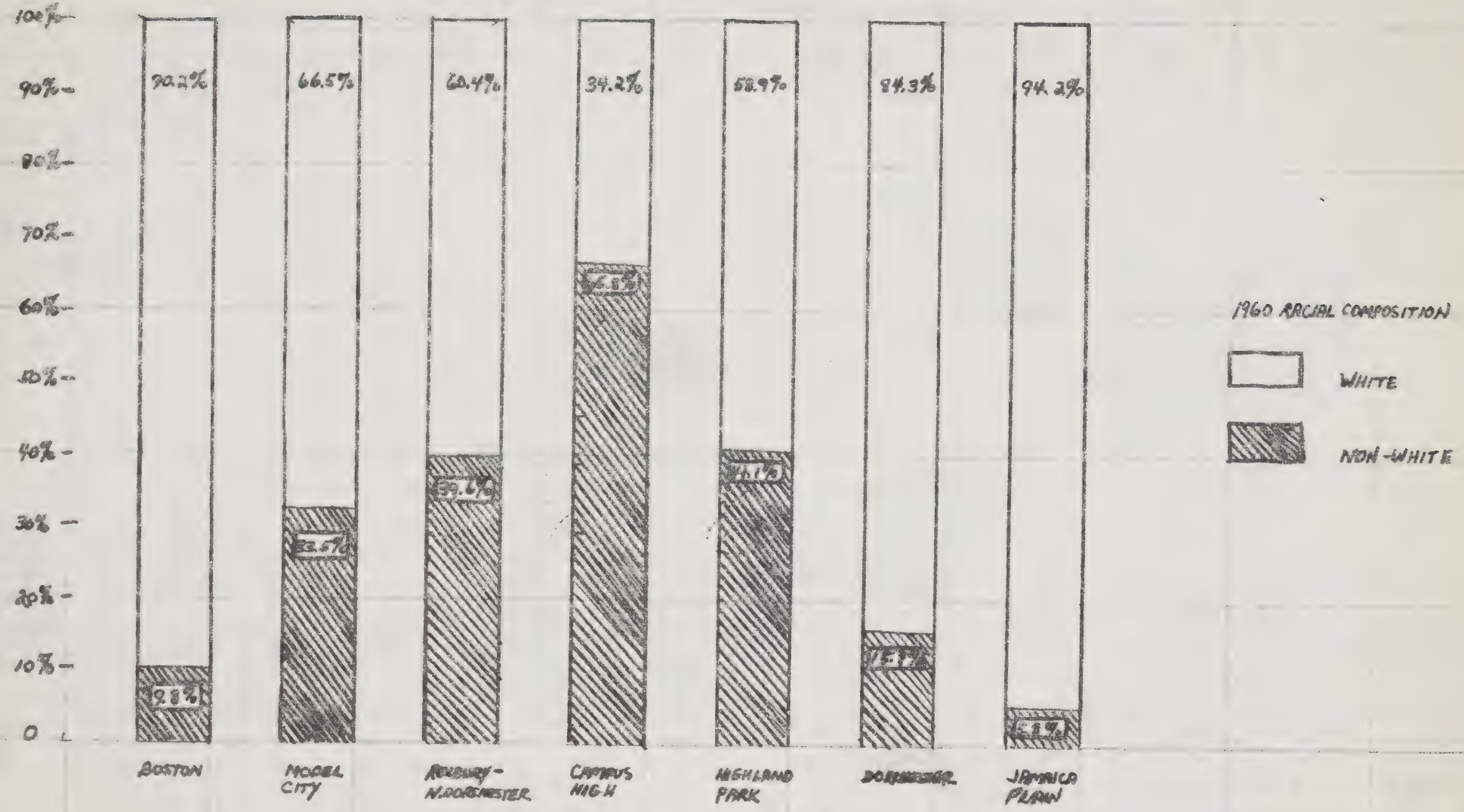
RACIAL COMPOSITION

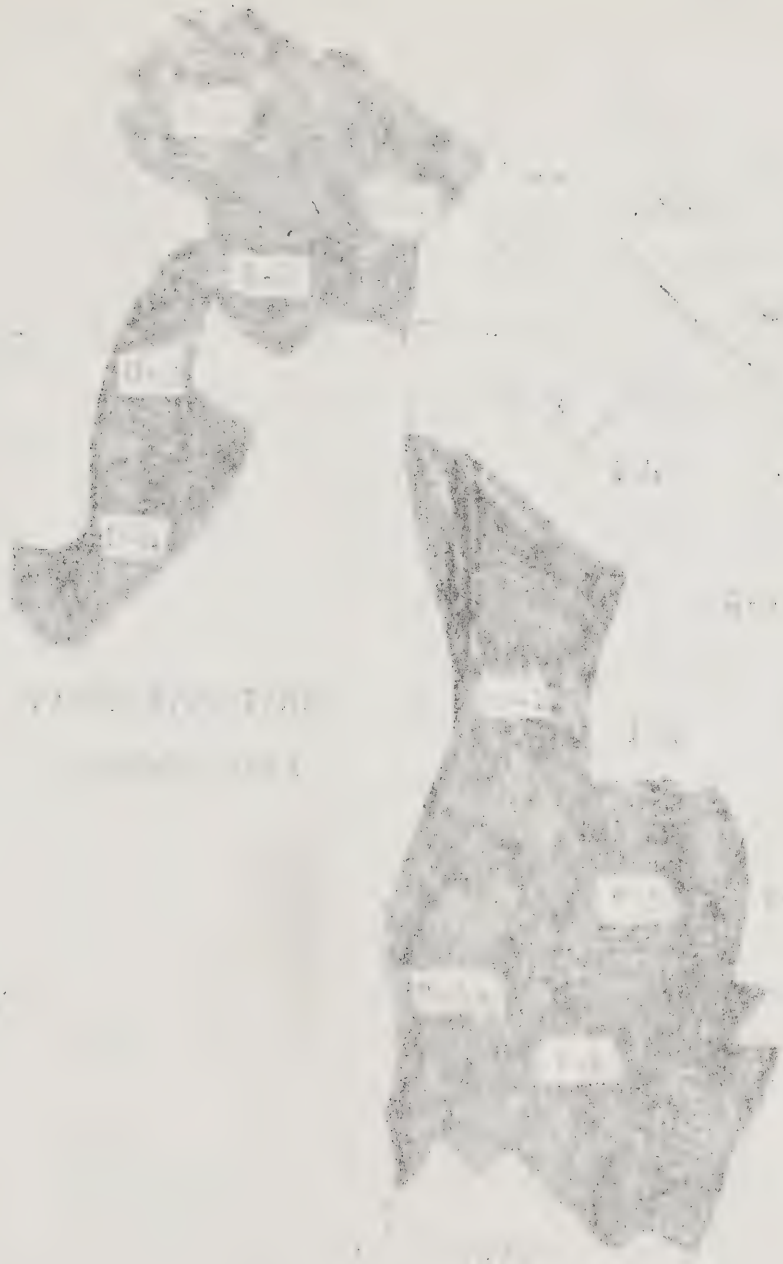
As a consequence of the variation between the 1950-1960 population change patterns of whites and non-whites in the Model City, non-whites increased as a proportion of total population in the area. While the majority of residents in the Model City were white in 1960 as in 1950, the proportion of non-whites rose from 10.9% at the earlier date to 33.5% at the later date. In 1960 the Model City contained a non-white population of much greater proportional significance than the City of Boston, where non-whites comprised 9.8% of total population.

The Model City sub-areas differ considerably in the racial composition of their residents. Non-whites are a minority in all sub-areas except one (Campus High), but their proportion in those tracts where they constitute less than one-half of total population range from only 5.8% in the Jamaica Plain sub-area to 41.1% in the Highland Park area. In the Campus High sub-area, non-whites comprise 65.8% of total population.

On a census tract basis, non-whites constitute a majority of residents in nine tracts, which are distributed among four of the five sub-areas, the only exception being Jamaica Plain. Non-white majority tracts are clustered in two locations within the Model City, one bordering Washington Park on the east and the other on the north significantly, in only two of the nine tracts in which non-whites formed a majority of the population in 1960 did they form a majority of the population in 1950. These two tracts are located at the extreme north of the Model City in an area traditionally occupied by non-whites.

1960 RACIAL COMPOSITION: MODEL CITY AND SUB-AREAS COMPARED TO BOSTON
(SOURCE: U.S. CENSUS)





PROPOSED MODEL CITIES AREA by CENSUS TRACTS

(Dotted line shows area boundary outside
[illegible] town.)

AGE COMPOSITION

As compared to the population of Boston as a whole, the population of the Model City in 1960 consisted of relatively more young persons and relatively fewer elderly persons. Whereas in Boston, 25.9% of residents were 21 years old or under and 12.3% were 65 years or over, in the Model City the corresponding proportions were 31.7% and 11.2%. While a disproportionately large number of persons 21 years and under lived in the Model City, disproportionately small numbers of persons in every succeeding age group were residents of the area. In net terms, the "dependency-ratio" in the Model City (here defined as the ratio of persons aged 21 and under and 65 and over to persons aged 22 through 64) was considerably higher in the Model City than in Boston as a whole. For every Model City individual in the prime employment years there were .75 "dependents" in the area. For every Boston individual in the prime employment years there were only .62 "dependents" in the city.

Breaking down the populations of the two areas into finer age groupings corresponding to stages in the life cycle, the following pattern emerges. The Model City's population contained a higher proportion of pre-school children with 9,993 persons aged 5 years and under (14.2% as compared to 11.1%); a higher proportion of school-age children with 12,321 persons aged 6-15 years (17.5% as compared to 14.8%); a lower proportion of youths with 5,630 persons aged 16-21 years (8.0% as compared to 9.5%); a lower proportion of younger adults with 20,213 persons aged 22-44 years (28.7% as compared to 29.3%); a lower proportion of older adults with 14,407 persons aged 45-64 years (20.4% as compared to 23.0%); and as noted

above, a lower proportion of elderly persons, with 7,894 persons aged 65 years and over (11.2% as compared to 12.3%).

For sub-areas within the Model City, the pattern of age composition was generally similar to the pattern in the Model City as a whole, with relatively large numbers of pre-school and school-age children and relatively small numbers of persons in other age categories. All sub-areas contained greater proportions of pre-school and school-age children than did Boston as a whole, with the highest proportions being registered in these two age categories in the Roxbury-North Dorchester sub-area (15.3% aged 5 and under and 18.5% aged 6-15). With 55.7% of the Model City's total population, the Roxbury-North Dorchester sub-area contained 66.1% of its pre-school children and 58.9% of its school-age children.

In the intermediate age categories, no striking dissimilarities existed between Model City sub-areas. In the 65 years and over age bracket, however, three of the five sub-areas had a larger proportion of population than did Boston as a whole. In the Campus High sub-area 13.7% of the population was elderly, in the Jamaica Plain sub-area the proportion was 13.2%, and in the Dorchester sub-area it was 12.6%, together comprising 26.9% of the total Model City population, these three sub-areas accounted for 40.1% of its population aged 65 years and over.

1960 AGE COMPOSITION: MODEL CITY & SUB-AREAS COMPARED TO BOSTON (SOURCE: U.S. CENSUS)

	0-5 years		6-15 years		16-21 years		22-44 years		45-64 years		65 years +	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
BOSTON	77,682	(11.1%)	102,964	(14.8%	66,392	(9.5%)	204,008	(29.3%)	160,566	(23.0%)	85,585	(12.3%)
MODEL CITY	9,993	(14.2%)	12,321	(17.5%)	5,630	(8.0%)	20,213	(28.7%)	14,407	(20.4%)	7,894	(11.2%)
ROX.-N.D.	6,008	(15.3%)	7,251	(18.5%)	3,172	(8.1%)	11,589	(29.5%)	7,319	(18.6%)	3,923	(10.0%)
CAM. HIGH	638	(14.1%)	798	(17.7%)	323	(7.2%)	1,145	(25.4%)	986	(21.9%)	619	(13.7%)
HIGH. PARK	977	(14.2%)	1,184	(17.2%)	566	(8.2%)	1,931	(28.1%)	1,402	(20.4%)	804	(11.7%)
DORCHESTER	1,326	(11.9%)	1,792	(16.0%)	874	(7.8%)	3,083	(27.6%)	2,689	(24.1%)	1,407	(12.6%)
JAMAICA PLAIN	1,044	(12.1%)	1,296	(15.0%)	695	(8.0%)	2,465	(28.5%)	2,011	(23.2%)	1,141	(13.2%)

INCOME

Family income levels in the Model City are considerably below the level for Boston as a whole. In 1959, 9/10ths of the population of the Model City lived in census tracts where median family income was less than the Boston level of $5,747. In certain individual tracts within the Model City, the discrepancy between family income medians as compared to the Boston median exceeded $2,000. In four tracts located to the north of the Washington Park renewal area, median family income in 1959 was less than $4,000, as seen in Map_____.

Although family income levels within the Model City for the most part compare unfavorably with income levels in Boston as a whole, within the Model City, significant variations are found. In seven out of the area's census tracts, median family income was between $4,000 and $5,000 in 1959. In eleven of the area's tracts, the median in that year was between $5,000 and $6,000, and in one tract, located in the Jamaica Plain sub-area, median family income slightly exceeded $6,000. In this tract, as well as in a second tract on the western periphy of the Model City, median family income in 1959 was thus above the Boston level.

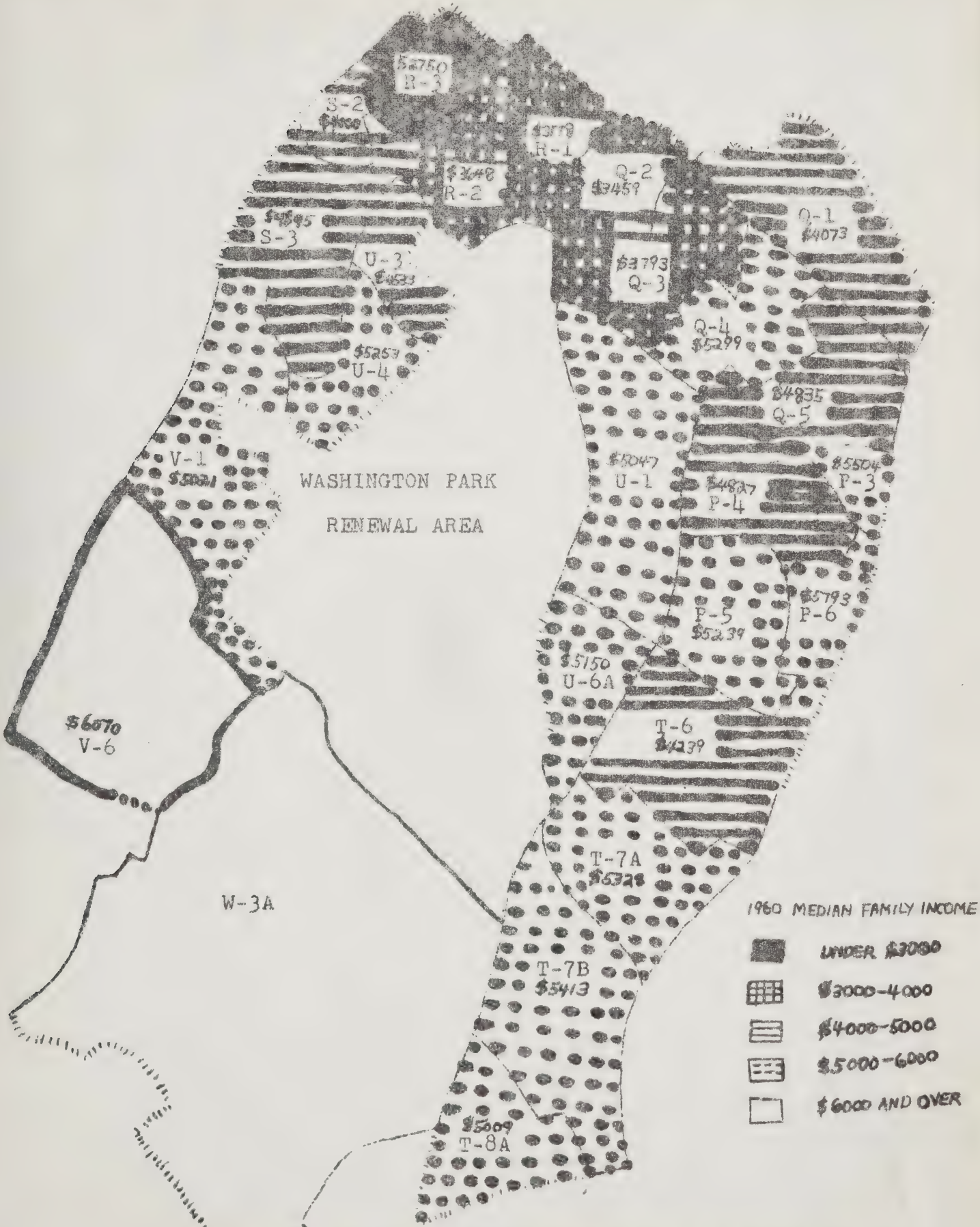
In the Model City as a whole, a considerably higher proportion of families received incomes of under $3,000 in 1959 than did families in Boston as a whole. Whereas in Boston, 16.7% of all families were in the under $3,000 income category, in the Model City 24.5% of families were in this bracket. At an even lower income level, under $1,000, 5.0% of Model City families were represented, as compared to 3.5% in Boston as a whole.

To complete the pattern of income distribution, a higher proportion of Model City families than Boston families received incomes between $3,000 and $6,000 in 1959, and significantly lower proportions of its families were found in the $6,000 - $10,000 and $10,000 and over income brackets, as shown in chart_____. In this last category, only 8.9% of Model City families were included, as compared to 15.4% in Boston as a whole.

Within the Model City, significant variations in income distribution are apparent. In the Campus-High sub-area, 44.1% of families received incomes under $3,000 in 1959 and 9.7% received incomes under $1,000. In this sub-area, the income distribution curve is at striking variance to the normal pattern, being negatively sloped through successively higher income categories. Increasingly smaller proportions of families are represented in each succeeding category above $3,000 as compared to the other sub-areas, to the Model City as a whole and to Boston.

In the Roxbury-North Dorchester and the Highland Park sub-areas, family income distribution closely parallels distribution in the Model City as a whole. In both the Dorchester and Jamaica Plain sub-areas, relatively fewer families are found in low-income categories and relatively more in high-income categories than in the total area. In the last of these sub-areas, Jamaica Plain income patterns are in fact more favorable than in Boston as a whole. Only 13.5% of Jamaica Plain families received income under $3,000 in 1959 and 15.4% received incomes over $10,000.

1960 MEDIAN FAMILY INCOME (SOURCE: U.S. CENSUS)



PROPOSED MODEL CITIES AREA by CENSUS TRACTS
(Dotted line shows area boundary cuts across census tract.)

1960 FAMILY INCOME DISTRIBUTION

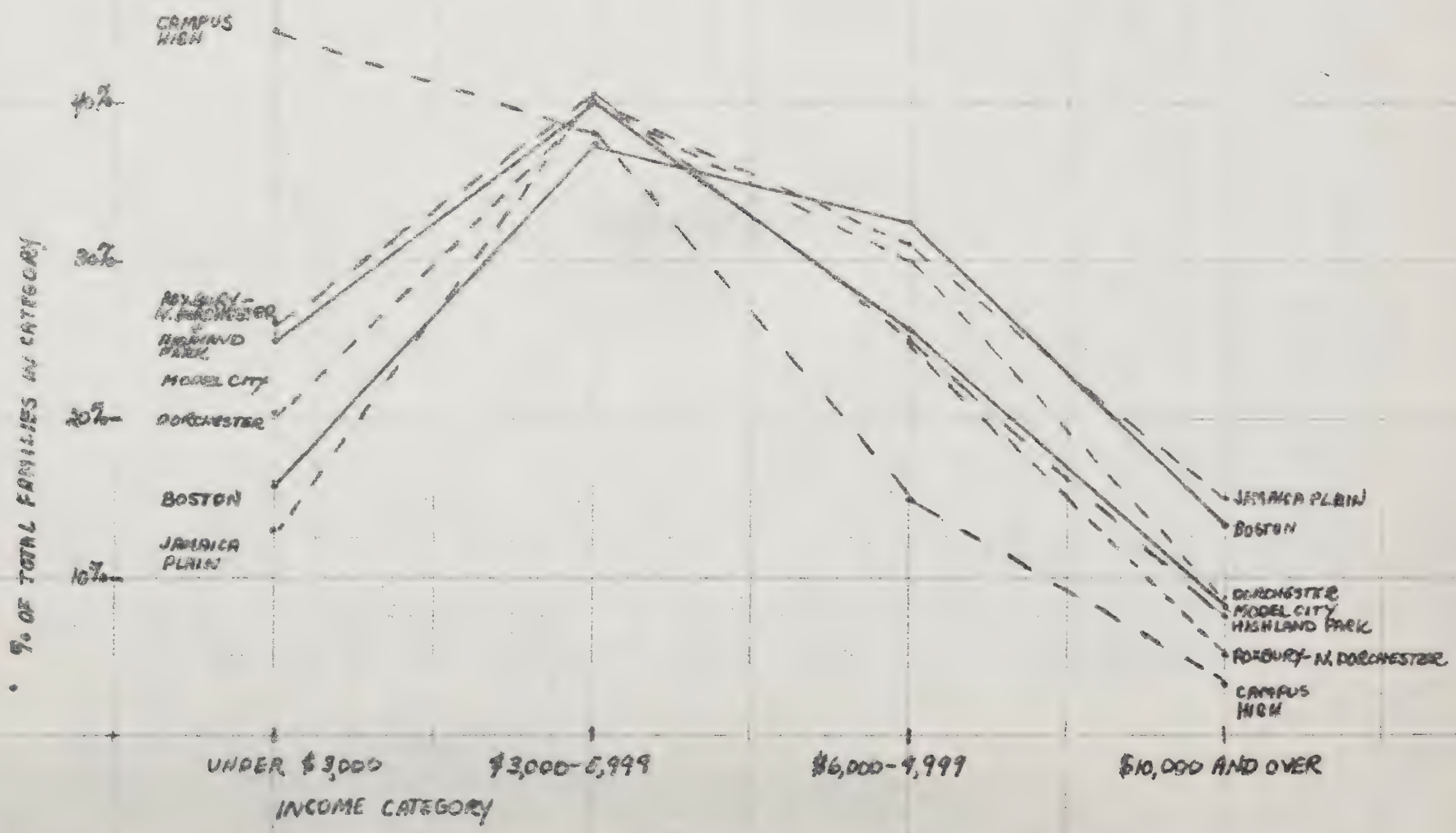
MODEL CITY & SUB-AREAS COMPARED TO BOSTON

	UNDER $3,000.		$3,000.-$5,999.		$6,000.-$9,999.		$10,000. and Ov	
	Number	%	Number	%	Number	%	Number	%
BOSTON	27,359	(16.7%)	60,893	(37.1%)	53,649	(32.7%)	22,314	(13.6%
MODEL CITY	4,212	(24.5%)	6,919.	(40.2%)	4,593	(26.7%)	1,467	(8.5%
Roxbury-North Dorchester	2,435	(26.2%)	3,842	(40.8%)	2,434	(25.9%)	698	(7.4%
Campus High	432	(44.1%)	384	(38.4%)	146	(14.6%)	37	(3.7%
Highland Park	412	(26.0%)	617	(39.3%)	410	(26.2%)	128	(8.2%
Dorchester	641	(20.9%)	1,224	(40.0%)	923	(30.2%)	273	(8.9%
Jamaica Plain	292	(13.6%)	852	(39.5%)	680	(31.6%)	331	(15.4%

Source: U. S. Census

1960 FAMILY INCOME DISTRIBUTION: MODEL CITY AND SUB-AREAS COMPARED TO BOSTON AS A WHOLE

(SOURCE: U.S. CENSUS)



EMPLOYMENT:

A. Labor Force:

In 1960, the Model City Area male labor force amounted to 17,180, representing about 75% of males 14 years and over. The 1960 rate of labor force participation for males 14 and over in Boston as a whole was slightly higher, about 76%. Of the 25 different census tracts in the area, rates of 16 fell below the Boston level, and 9 were above it.

The area's relatively low rates of labor force participation are to some extent responsible for its relatively low levels of median family income. CHART "A" shows the high correlation between income and labor force participation for the area. Labor force participation varied widely among sub-areas in the Model City. The rate was highest in the Jamaica Plain sub-area, where the average of the rates for each tract was 79.4%; and lowest in Campus-High sub-area, where the average was 68.9%. The rate was slightly under Boston's in the Roxbury-North Dorchester sub-area (75.1%) and the Highland Park sub-area (73.9%); and above Boston's in the Dorchester sub-area (76.8%). These differences correspond in general with the differences in 1960 family income distributions among neighborhoods.

The Jamaica Plain sub-area, followed by the Dorchester sub-area, had the lowest proportion of low-income families of the five neighborhoods; whereas the reverse was true for the Campus High sub-area.

Changes in labor force participation between 1950 and 1960 give an indication of how the area changed during the 1950's. For Boston as a whole, between 1950 and 1960 the rate of labor force participation rose slightly--from 75.3% to 75.9%. In the Model City's area, however, the rate decreased in 18 of the 25 different census tracts. Most of the 14 of the 18 tracts, the rate decreased by two (2) percentage points or more.

Based on the average size of the male population in the tracts where the decreases occurred, a 2% decrease amounted to about 38 workers per tract, indicating roughly the significance of the decreases.

The area's relatively low rate of labor force participation and excessive decrease in the rate between 1950 and 1960, is most likely due to the relatively few employment opportunities available to the area's increasingly Negro population.

The figures in TABLE "A", illustrated graphically on CHART "B", illustrate that within the area, neighborhoods with highest proportions of population (Negro) are those with lowest labor force participation rates. Employment opportunities are relatively less available to Negros than whites; and, thus, a higher proportion of Negros than whites over 14 are not in the labor force.

Other explanations of a low participation rate, such as a higher population of elderly or college-enrolled persons, are not applicable to the area. The proportion of elderly population in fact is 1.1 percentage points lower than in Boston as a whole. Many of those not in the labor force can be considered the "hard-core" unemployed. By Census Bureau definition, they had not looked for work within sixty days preceding the enumeration. Thus, the lack of employment of any kind is a severe problem to many Model City Area residents.

B. Occupational Characteristics:

A relatively large population of Model City residents were engaged in low-paying occupations in 1960 as compared to residents of Boston as a whole. (These occupations, generally unskilled, include operatives, private household workers, service workers, laborers--except mine, and occupation not reported. The 1960 Census showed that earnings in these categories averaged less than $4,500 per year.) In 1960, 57.7% of employed males 14 and over in the Model City were engaged in such occupations, as opposed to 46.6% for Boston as a whole. Employment in the usually highly paid occupations (professional and technical, managers, office and proprietors) was low in the Model City. These fields accounted for only 10% of employed males, as com-

pared with 18.1% for Boston as a whole (CHART "A" presents the comparisons in graphic form).

Occupational characteristics among the Model City sub-areas varied widely, as shown by CHART "C". In the Dorchester sub-area, the distribution of employed males by occupation closely approximated that for Boston as a whole; whereas, in the Campus-High Roxbury-North Dorchester and Highland Park sub-areas, the percentages in low-paying occupations were very high (69.3%, 61.2%, and 60.0%, respectively) and percentages in high-paying occupations very low (7.1%, 8.0%, and 8.1%, respectively).

The distribution of employed males by occupatin was much more heavily weighted toward the low-paying occupations in 1960 than 1950 (SEE CHART D). This indicates the area's work force is becoming less skilled.

C. Unemployment:

Unemployment rates in Model City were generally higher than in Boston as a whole. The Campus-High sub-area had a very high rate of unemployed males (11.9%); next were the Highland Park sub-area (8.0%), the Roxbury-North Dorchester sub-area (7.5%), and the Jamaica Plain sub-area (6.0%), all above the Boston rate of 5.8%. Only in the Dorchester

sub-area was the rate (5.4%) below the Boston figure.

These relatively high unemployment rates reflect the excessive vulnerability of the area's labor force to changes in the Boston area labor market. Lack of skills, lack of bargaining power and seniority, racial prejudice, all are serious problems which place the area's labor force in a poor competitive position.

D. Job Mobility:

In 1960, a large percentage of Model City workers were employed in Boston or immediately adjacent built-up areas, and few worked in the suburbs such as the Route 128 area where the rapidly growing electronic and technical industries are located. However, a comparable proportion was shown for workers in Boston as a whole. Employment location, consequently, does not in itself provide a casual explanation for the relatively lower incomes among Model City residents as compared to residents of Boston as a whole.

AREA	% WORKERS EMPLOYED IN CORE AREA (BOSTON CITY, REMAINDER OF SUFFOLK COUNTY, CAMBRIDGE CITY, REMAINDER OF INNER PART OF MIDDLESEX COUNTY)
Roxbury-North Dorchester	82.0%
Campus-High	77.1%
Highland Park	81.0%
Dorchester	88.3%
Jamaica Plain	78.3%
Average for Model City Workers	82.2%
Boston	83.0%

TABLE A

	NON-WHITE POPULATION AS PERCENT OF TOTAL	LABOR FORCE PARTICIPATION RATE (Percent Males, 14 and Over in Labor Force) AVERAGE FOR TRACTS
CAMPUS-HIGH	65.8%	68.9%
HIGHLAND PARK	41.1%	73.9%
ROXBURY-NORTH DORCHESTER	39.6%	75.1%
DORCHESTER	15.7%	76.8%
JAMAICA PLAIN	5.8%	79.4%

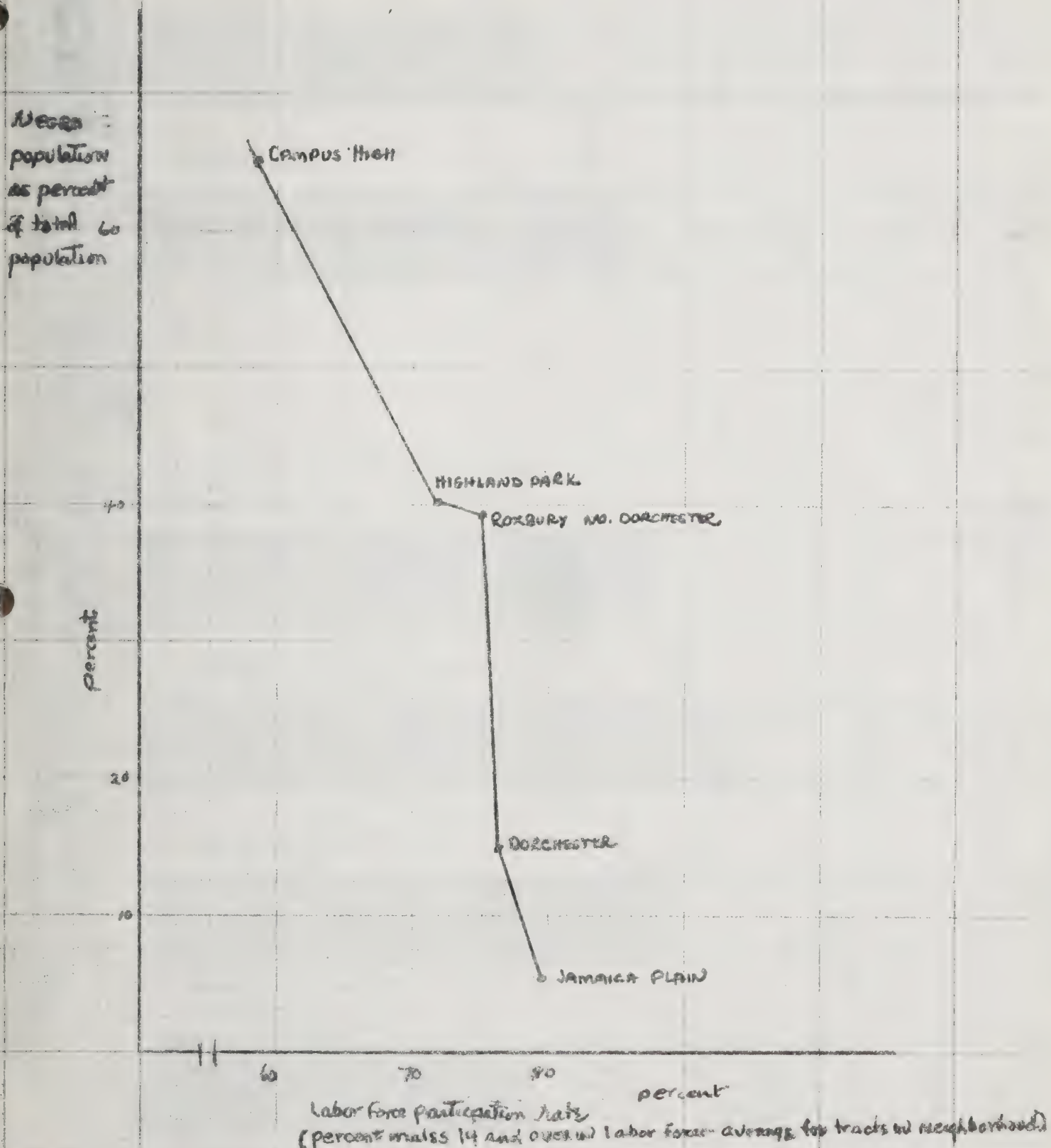
Chart A

LABOR FORCE PARTICIPATION and MEDIAN FAMILY INCOME

BY CENSUS TRACT - MODEL CITY AREA

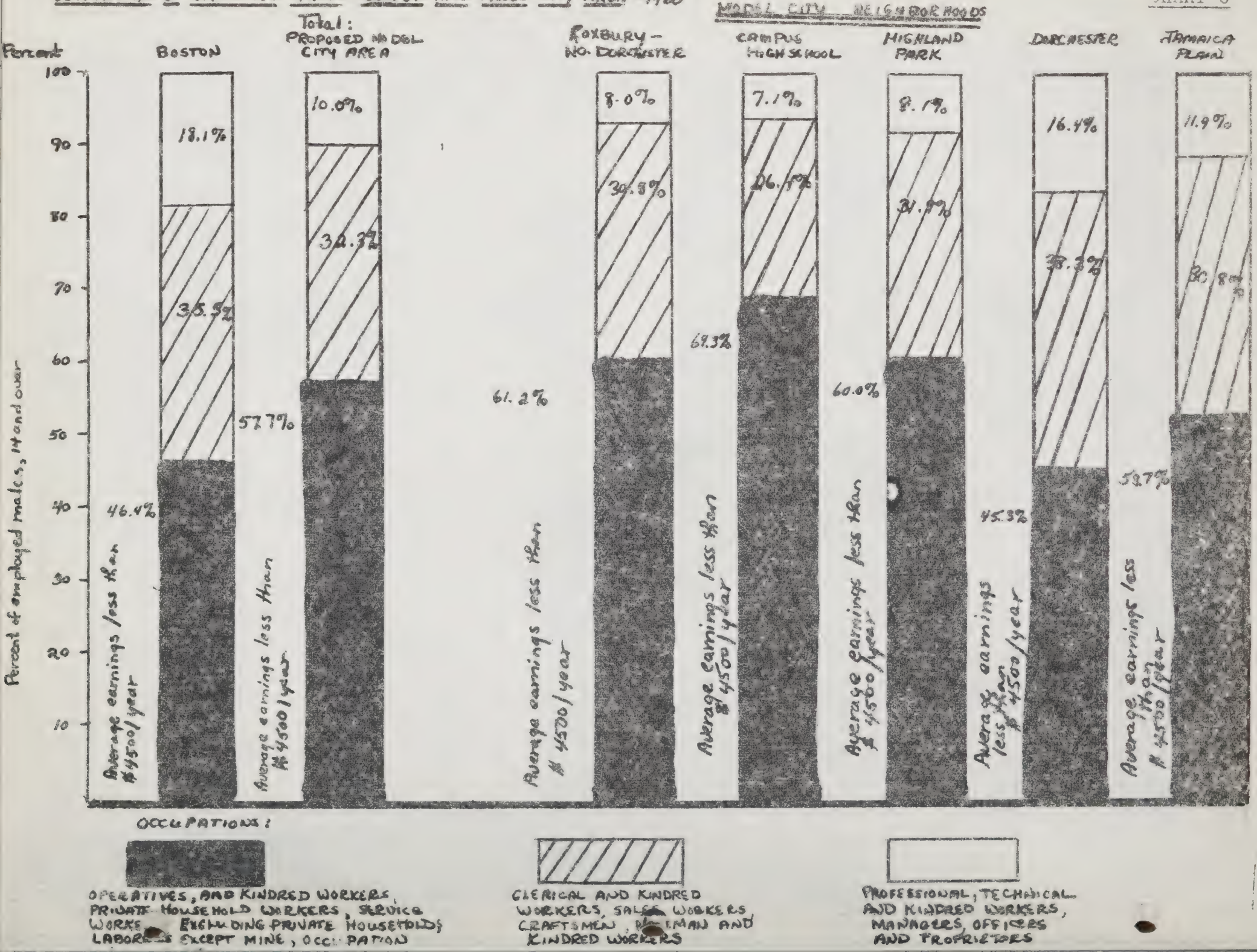
CHART 8

NEGRO POPULATION AND LABOR FORCE PARTICIPATION
MODEL CITIES AREA - NEIGHBORHOODS



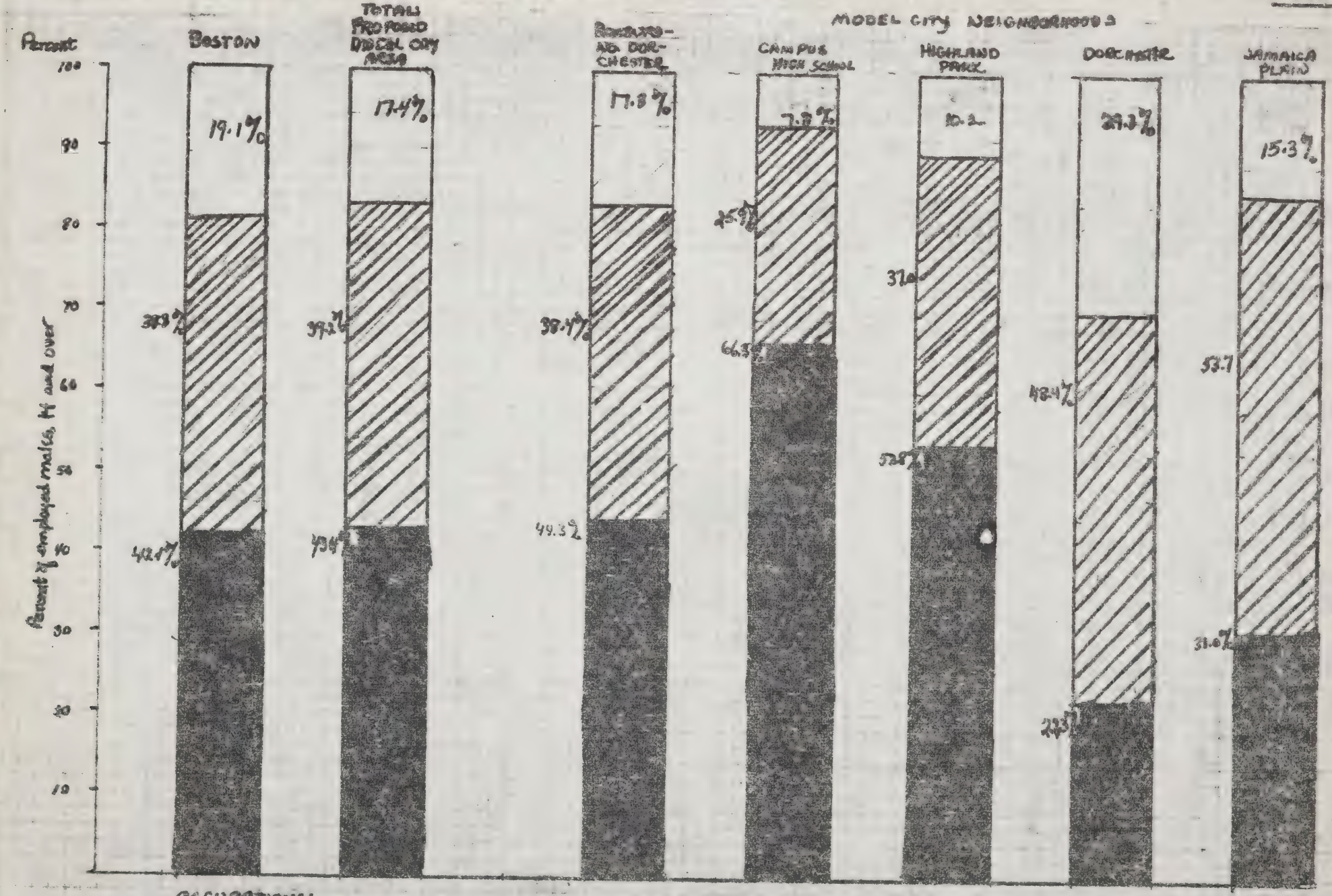
OCCUPATIONS OF EMPLOYED MALES: BOSTON AND MODEL CITY AREA - 1960

CHART C



OCCUPATIONS OF EMPLOYED MALES: BOSTON AND MODEL CITY AREA – 1960

CHART 9



OCCUPATIONS:

Operatives and kindred workers, private household workers, service workers, except private household; laborers except mine, occupation not

Clerical and kindred workers; sales workers; craftsmen, foremen and kindred workers

Professional, technical, and kindred workers; managers, officials and proprietors.

EDUCATION:

A. Adults:

Census figures for median school years completed by the population 25 and over indicate that the area's adults are considerably lower in educational achievement than adults in Boston as a whole. None of the twenty-five (25) different census tracts in the area showed a level as high as Boston's 11.2 years; levels in 12 of the tracts ranged between 10 and 11; whereas, levels in the remaining 13 were below 10 years. Eight (8) of these 13 ranged between 9 and 10 years, and 5 ranged between 8 and 9 years.

B. Children:

Relatively low educational achievement is also apparent in Model City children. Statistics for in-school reading levels indicate that children in the area are below city-wide levels. TABLE 2 shows reading levels for September, 1965, and April, 1966, for students in school districts attended by Model City children. (School districts where Model City children comprise a very small percentage of the student body have not been included.)

The Table shows the following:

1. IN MODEL CITY ELEMENTARY SCHOOLS - GRADE 6
   a) September, 1965, reading levels were below Boston level in each case;

b) April, 1966, reading levels were below the Boston level in each case. The average for Model City schools was a full grade below the Boston level;

c) Improvements between September and April were less in Model City schools than in all Boston schools in each case;

2. IN MODEL CITY INTERMEDIATE SCHOOLS - GRADE 8

a) September, 1965, reading levels were below the Boston level in each case. The average of the levels was 1.1 grades below Boston's;

b) April, 1966, reading levels were below the Boston level in 2 of the 3 districts. The average of the levels, however, was still a full grade below Boston's level;

c) Improvements between September and April were less than in Boston in 2 of the 3 districts. The third district improved significantly by 2.1 grades.

Similarly, there are indications that Model City high school students are below city-wide levels in achievement. TABLE 2 also shows average city-wide 12th. grade percentile scores and scores for high schools attended by Model City children. While the schools draw students from other parts of the city as well as from the Model City, the data is useful as an indicator of Model City achievement levels. The average for Model City schools was below the city level in both September and April.

Scores varied widely between the two (2) Model City schools. The Girls' High score averaged 14 points below the city-wide level in September and 12 points below in April. Scores by Burke High, however, were above the city level by 4 points in

September and 6 points in April. Scores in Girls' High were 20 points below Burke in September, and 19 points below Burke in April.

C. Educational Facilities:

In general, the school buildings in the Model City are old. Eighteen (18) of the area's 25 school buildings are over fifty years old; only 2 buildings have been constructed since 1930. Lighting, space, and safety in these old buildings do not meet modern school standards.

D. Enrollments:

Enrollments in public elementary schools in the area totaled 8,931 in 1966. The proportion of non-white students amounted to 82.3% (or 7,354); whereas (according to 1965 State Census Data), the proportion of population non-white in the area was only 52.9%. Elementary enrollment of white students was 1,577 (or 17.2%), while the proportion of population white was 47.2%. That non-white enrollments are proportionately greater than non-white population can be attributed to two factors: 1) The non-white population contains higher proportions of school-age children than the white population; and 2) many more white than non-white children attend parochial schools.

1960 Census age distribution data for the Model City indicate the relatively high proportions of non-whites in young

age groups. Non-whites comprised 33.5% of the area's population, as compared to 9.8% of the entire city's population. The Model City's population was composed of higher percentages of both pre-school (0-5 years) and school-age (6-15 years) children than the city as a whole. (The figures were 14.2% versus 11.1% for pre-school children, and 17.5% versus 14.8% for school-age children in the Model City and City, respectively.)

The predominance of white children in parochial schools is indicated by 1966 enrollment figures for grades 1-8. In the Model City, 76.0% of parochial school students were white.

School enrollments in public elementary schools varied considerably by sub-area in the Model City. In the Model City, the largest by far in 1966 was the Roxbury-North Dorchester sub-area, with 4,808; lowest was the Highland Park sub-area, with 293. The Campus-High sub-area had 993; the Jamaica Plain sub-area, 583; and the Dorchester sub-area, 2,254. Campus-High and Dorchester sub-areas showed high enrollments relative to their population size; whereas, enrollments in Jamaica Plain and Highland Park were relatively low. The following data shows these comparisons:

NEIGHBORHOOD	PROPORTION OF TOTAL MODEL CITY POPULATION - 1966	PROPORTION OF TOTAL MODEL CITY PUBLIC ELEMENTARY SCHOOL ENROLLMENTS 1966
Roxbury-North Dorchester	60.0%	53.8%
Campus-High	4.8%	11.1%
Highland Park	8.0%	3.3%
Jamaica Plain	12.7%	6.5%
Dorchester	14.5%	25.3%

If population trends of the recent past continue as expected, the serious problems now facing the area's educational system will be compounded. An increasing non-white population, with its proportionately large numbers of school-age children, will increase school enrollments, particularly in public schools. Large investmonts will be needed to replace the existing obsolete school buildings with modern larger facilities. And the development of effective policies to avoid racial imbalance will become even more critical than now.

Boston School Department enrollment projections for the Roxbury-North Dorchester GNRP provide some insight into future conditions in the Model City. Although the two areas are not identical, similar trends are present in each. Total school enrollments are projected to increase by about 24% between 1965 and 1970. "The greatest proportion of this growth is expected in the elementary grades." *(P II - 71) The projections are based on the assumption that public school enrollments will remain constant. "However, in Roxbury, the changing racial and religious composition of the population would suggest that the parochial schools will not be able to enroll as many pupils from this GNRP as they do now. This could further increase public school enrollments." *(P II - 71)

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*Harvard University, Boston Schools, 1962, Boston, 1962

CHART 4 indicates graphically the projected increase in elementary school-age population (Preliminary Chart - Will Give Figures for 10-14 Years Also).

(Model City Proposal)

TABLE 2

SCHOOL READING LEVELS - MODEL CITIES AREA (1965 - 1966)

ELEMENTARY SCHOOL - GRADE 6:

SCHOOL DISTRICT	SEPTEMBER	APRIL	GROWTH
Dearborn	4.1	5.5	1.4
Winthrop	3.9	5.0	1.1
Brooks	4.0	4.8	.8
Endicott	4.3	5.0	.7
Dillaway	4.4	5.0	.6
Hendell	4.7	5.8	1.1
O'Brien	4.0	4.9	.9
Gibson	4.3	5.3	1.0
Howe	4.2	4.7	.5
AVERAGE OF MODEL CITY DISTRICT LEVELS	4.2	5.1	.9
CITY-WIDE AVERAGE	4.9	6.1	1.2

INTERMEDIATE SCHOOL - GRADE 8:

SCHOOL DISTRICT			
Dearborn	5.6	7.7	2.1
Campbell	5.4	5.8	.4
Timilty	5.6	6.4	.8
AVERAGE OF MODEL CITY DISTRICT LEVELS	5.5	6.6	1.1
CITY-WIDE AVERAGE	6.6	7.6	1.0

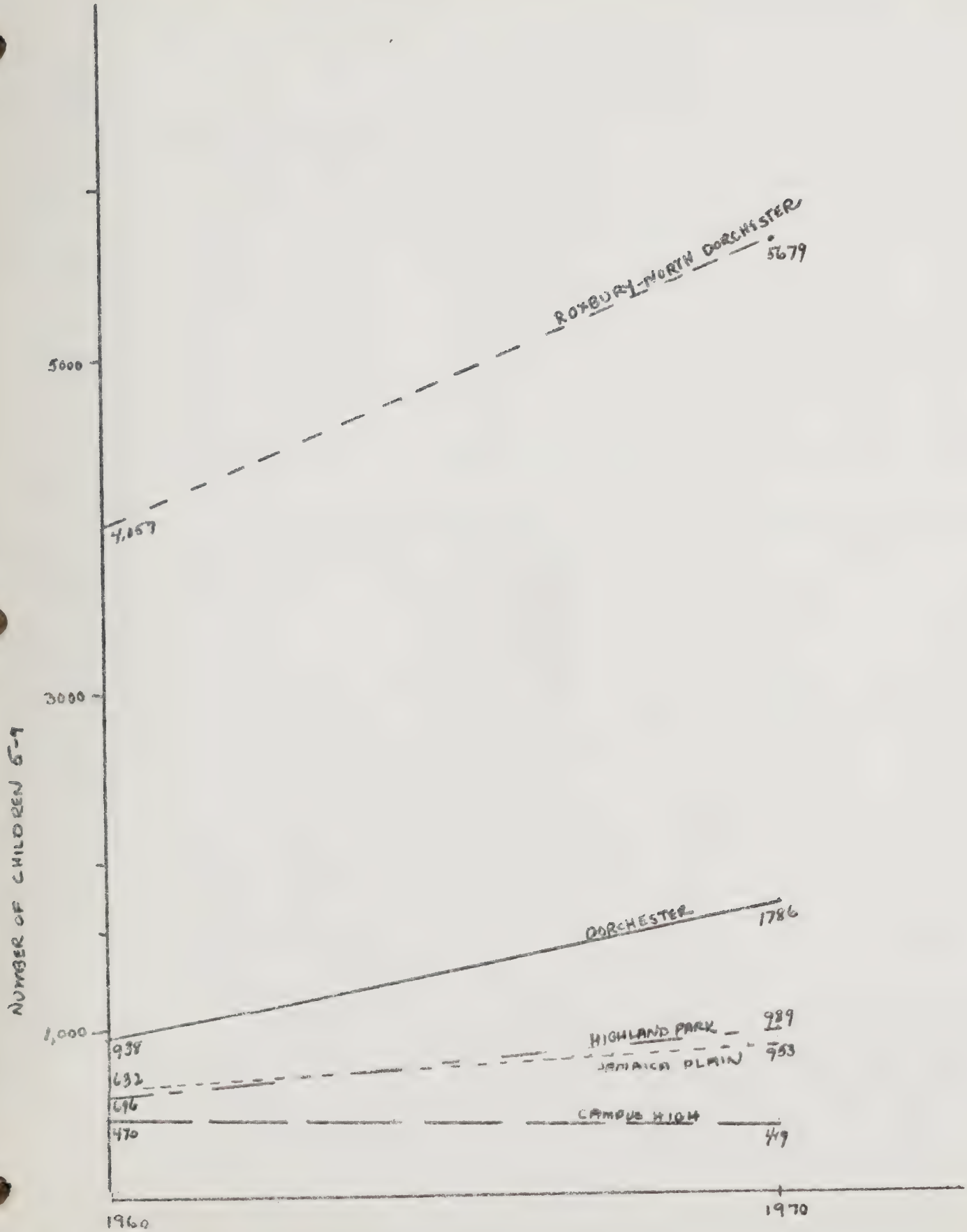
Continuation of Table 2 (Model City Proposal)

	SEPTEMBER	APRIL	GROWTH
HIGH SCHOOL 12th GRADE PERCENTILE:			
SCHOOL DISTRICT			
Girls' High	45.	52.	7.
Burke	65.	71.	6.
AVERAGE OF MODEL CITY LEVELS	55.	61.5	6.5
CITY-WIDE AVERAGES	59.	65.	6.

Source: Ohrenburger, Vaughn, Kennedy, Boston Public Schools, Elementary Enrichment Program, Counterpoise Evaluation, 1965-1966, Boston School Department, 1966

PROJECTED INCREASE IN POPULATION 5-9 YEARS - 1960-1970

MODEL CITY SUB-AREAS



HEALTH:

A. Infant Mortality:

Data for infant deaths indicate that health standards in the Model City area are below those in the city as a whole. In 1964, in the Model City area, infant deaths amounted to 3.2% for infant births, as opposed to a figure of 2.6% for Boston as a whole. In that year, births in the Model City area comprised 14.5% of total births in the city; whereas deaths of infants comprised 19.1% of the city's total.

The following data shows considerable variation in infant mortality among sub-areas:

Sub-Area:	Live Births	Infant Deaths	% Deaths of Births
Roxbury-North Dorchester	1,216	40	3.3%
Campus High School	104	3	2.9%
Highland Park	178	3	1.7%
Dorchester	332	10	3.0%
Jamaica Plain	195	9	4.6%

(SOURCE: Health Department of the City of Boston, Boston's Health in 1964, 93rd Annual Report, City of Boston Printing Department, Boston, 1965.

The highest rate of infant deaths was in Jamaica Plain; the lowest in Highland Park. Only in Highland Park was the rate below the figure for the city.

B. Incidence of Tuberculosis:

An additional indicator of poor health in the Model City area may be found in the incidence of tuberculosis. In 1964, the Model City area contained 17.6% of both Boston's cases and deaths of tuberculosis. (The area contained only about 10% of Boston's population.) The figures below show a much higher incidence of tuberculosis per 1,000 population in the Model City area than in Boston as a whole. Tuberculosis incidence in each sub-area, with the exception of Jamaica Plain, was considerably higher than the Boston figure, and particularly high in Highland Park sub-area.

(SEE FOLLOWING PAGE FOR FIGURES ON)
(INCIDENCE OF TUBERCULOSIS)

INCIDENCE OF TUBERCULOSIS

	*NUMBER OF CASES (1964)	**NUMBER OF CASES (1964) PER 1,000 POPULATION (1960)
BOSTON	295	.42
MODEL CITY AREA	52	.74
Roxbury-North Dorchester	30	.76
Campus High School	3	.67
Highland Park	9	1.31
Dorchester	8	.68
Jamaica Plain	2	.23

(SOURCE: *Health Department City of Boston, Op. Cit.
(
(
(**U.S. Census on Population

HOUSING:

Residentail development in the Model City is much more intense than in Boston as a whole, and housing conditions are significantly less favorable. In 1960, an average of 20.0 housing units were located on each acre in the Model City; whereas, in Boston as a whole, housing density stood at 8.0 units per acre. Moreover, measured on several indices of quality, Model City housing compares poorly with housing in Boston as a whole.

While 20.0% of Boston's housing units were rated "substandard" in the 1960 Census and another 3.9% of its units "dilapidated," in the Model City 46.1% of units received the first of these ratings and another 9.2% the second. In absolute figures, the Model City contained 10,154 substandard housing units and 2,022 dilapidated units. With 9.2% of Boston's total housing supply, the Model City inculded 20.6% of the entire city's substandard and dilapidated units.

Not only is Model City housing generally below standards of physical adequacy, but units show a high degree of overcrowding. Whereas, in Boston as a whole, 7.5% of housing units were overcrowded (i,e., the average number of persons per room unit was above 1), in the Model City 10.1% of units were overcrowded by this standard.

While the total occupied housing supply in the Model City is grossly at variance with standards of adequacy, the

general quality of the area's environment is impaired by the existence of numerous uninhabited and abandoned residential structures. Between 1960 and 1966, approximately 2,000 housing units were demolished in the Model City. These units were often tax foreclosed properties which had posed serious fire, health, and safety hazards to the community. At the same time, little new construction has occurred in the area, either in the most recent period or in the last twenty-five years.

Ownership patterns in the Model City are not, it may be assumed, conducive to the maintenance and improvement of residential property. A high proportion of households in the area rent rather than own the units they occupy. In 20 out of the 25 census tracts in the Model City, the proportion of renters was higher than the Boston proportion of 68.4% in 1960. In 8 of the Model City tracts, three-quarters or more of all households rented their units. In the Model City, as elsewhere, absentee landlords apparently feel less incentive than owner-occupants to maintain their properties; and similarly, renter-occupants lack compunction to keep up their dwellings.

Reflecting the physical and environmental conditions of residence in the Model City, rents in the area are somewhat below rents in Boston as a whole. This difference,

however, is much smaller than comparative housing conditions would suggest. In Boston, median 1960 contract rent was $60. per month. In 21 out of the 25 Model City census tracts, median rent was below this level; but in less than half of these tracts, it was under $50. per month. In the Model City as in other central-city neighborhoods, the pressures created by housing discrimination would appear to distort housing prices to the disadvantaged of the poor.

Within the Model City, housing characteristics vary significantly by sub-area. Residential density, housing quality, overcrowding, tenant patterns, and rents, all differ considerably between sub-areas, while these characteristics correlate closely for each given sub-area.

Residential density in all the Model City sub-areas is above density in the City of Boston as a whole. Between the sub-areas, the average number of housing units per acre ranged in 1960 from 16 in the Highland Park and Jamaica Plain sub-areas to 24 in the Dorchester sub-area. Residential density in the Campus High sub-area was 17 units per acre and in the Roxbury-North Dorchester sub-area, 21.

In terms of the proportion of housing units substandard and dilapidated, 3 of the 5 sub-areas in the Model City ranked even more poorly than the Model City as a whole. In the

HIGHLAND PARK sub-area,
72.5% of all housing units were classified as sub-standard in the 1960 U.S. Census and an additional
15.1% were classified as dilapidated. In all,

1,707 units in the Highland Park sub-area were below standards of adequacy.

Next in order on the rank-scale of housing condition in 1960 were the:

CAMPUS HIGH sub-area, with
69.1% of housing units substandard,
25.6% dilapidated, and a total of

1,490 units in the two categories;

the

ROXBURY-NORTH DORCHESTER sub-area, with
48.3% of units substandard,
8.1% dilapidated, and a total of

7,390 units in the two categories;

the

JAMAICA PLAIN sub-area, with
32.8% of units substandard,
8.6% dilapidated, and a total of

1,032 units in the two categories;

and highest in housing quality, the

DORCHESTER sub-area, with
17.4% of units sub-standard,
1.7% dilapidated, and a total of

550 units in the two categories.

Overcrowding in the sub-areas correlates closely, although not exactly, with housing quality. The GREATEST PROPORTION OF OVERCROWDED UNITS IN 1960 was found in the

CAMPUS HIGH sub area	=	12.8%	followed by
ROXBURY-NORTH DORCHESTER	=	11.0%	
HIGHLAND PARK	=	10.3%q	
JAMAICA PLAIN	=	8.3%	
DORCHESTER		5.6%	

(Note: Insert)
(Occupancy)
(Analysis)

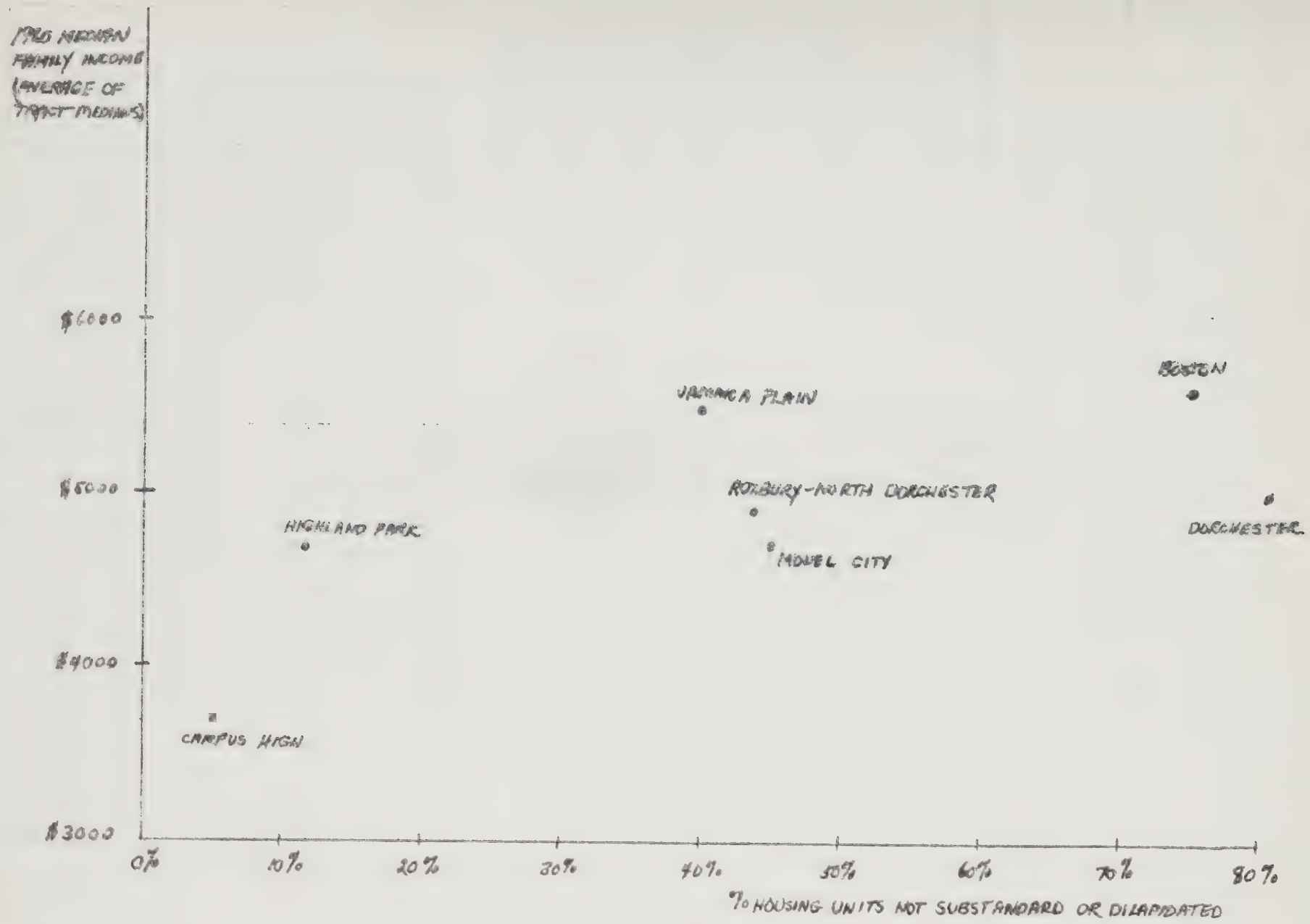
Median contract rent in the various sub-areas of the Model City correlates directly with housing quality, those sub-areas with high proportions of poor quality housing having, on the average, low contract rent and vice-versa. The AVERAGE OF THE 1960 MEDIAN CONTRACT RENTS FOR CENSUS TRACTS in the

CAMPUS HIGH sub-area was thus only	=	$40.
HIGHLAND PARK sub-area	=	$46.
ROXBURY-NORTH DORCHESTER sub-area	=	$54.
JAMAICA PLAIN sub-area	=	$56.
DORCHESTER sub-area	=	$67.

(Source: U.S. Census)

Boston	Model City	Primary St. Det.	Secondary Det.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	17	[illegible]		
		58.6	46.5	50.[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	15.35	10.7	[illegible]	[illegible]

1960 FAMILY INCOME & HOUSING QUALITY CORRELATED: MODEL CITY & SUBNBS COMPARED TO BOSTON (SOURCE: U.S. CENSUS)



A SOCIAL PROFILE OF THE PROPOSED MODEL CITIES AREA

This section of this report has been designed as a supplement to the statistical information in preceding sections. The material presented here has been drawn from the results of a series of interviews with residents of the proposed Model Cities Area. These interviews were conducted for the purpose of supplying a fuller background to the area than would have been available through the analysis of statistical information alone. It must be kept in mind that this section is neither a summary of the information received, nor a record of some sort of "majority" opinion; but rather, one impression of the area which has been drawn from the comparison of a number of sometimes divergent impressions.

Perhaps the characteristic most frequently noted in descriptions that were offered to the area as a "whole" (though most preferred to speak of the area in terms of differences between geographical divisions), was the broad range of possible differences in any characteristic in any given block or area. A single block may consist of a number of houses, owned and inhabited by people of average or better-than-average occupations and styles of life, and a number of tenements whose tenants live in the worst conditions of poverty and whose housing can only be classified as slum. This condition is particularly noticed in the southern half of The Washington Park Renewal Area,

where demolition and rehabilitation are still in progress. But other blocks and areas throughout the majority of the area exhibit the same lack of consistency.

With the exception of the Jamaica Plain segment, and the segment bounded by Blue Hill Avenue on the West and Washington Street on the North, the areas is one of rapid change.

A strong tendency was noted among those describing the area to think in terms of constant motion. The eastern portion of the area in particular is seen as a section THROUGH which its population moves. Neither housing nor any other conditions may be expected to remain constant in such an area--beyond the obvious fact that the area and its changing population will tend to work toward their mutual disadvantage, and a gradual decline.

There are several reasons offered for this rapid shift in population. Perhaps the strongest of these reasons is that extensive redevelopment extending southward from Castle Square through the South End and Washington Park has stimulated a string of refugees to the move southward and eastward, into and through Roxbury and Dorchester. The majority of the population which has been forced to move, and which, as evidenced by the fact that it has been forced to move from poor housing conditions, is as one would expect the least advantaged. A

large number of poor families have moved along a general southward route, forcing the expansion and sometimes the further deterioration of those parts of slums and ghettos which have previously been relatively static.

There is considerable movement within the area itself, not only by those who are forced to seek the cheapest living conditions, but also by those who, finding the means to better their standard of living, find better quarters within the area--usually in southern Washington Park or in the southeastern section of the Model City Area. Here, such people may either buy their own houses, or rent quarters in owner-occupied buildings. The stability in these areas which is the result of the presence of owner-occupants would seem to turn the flow of moving population eastward across the Model Area boundary, north of Washington Street.

The consensus seems to be that the area taken as a whole is fairly evenly divided racially. The pattern in the areas of most notable change is set by the immigration of Negro families into areas of lower-class whites. Thus, the racial composition of most areas is subject to constant change--seemingly toward the predominance of Negroes in the eastern part of the area. The area which is described as remaining most constant is the Jamaica Plain section, which is settled by a majority of white home owners in a higher income bracket than is sug-

gested for most of the area population, with the exception of a small triangle marked off roughly by Columbia Road, Blue Hill Avenue, and Washington Street. This triangle is described as being settled by a majority of Negro home owners of middle and upper income.

A map was prepared, following the impressions of a number of those interviewed, dividing the Model Area into a number of sections according to racial, income, and living characteristics. While this map is fairly definite about drawing distinctions between different sections, it must be kept in mind (as it was by those interviewed) that by far the majority of the sections show a wide variation in conditions and population characteristics. A number of areas are particularly important as setting the tone of the segments of the population most visibly involved in the rapid movement. The main route for southward motion seems to be into and through the area bordered by Warren Street, Harrison Avenue, Hapden Street, and Blue Hill Avenue. Large families, and unemployed single individuals (some of them derelict population of the South End's Washington street surroundings), migrate to this area, not as a group (for these populations are unlikely to mix, except by their equal need for cheap housing), but at least simultaneously. As a result, many long-time home owners are extremely concerned about worsening conditions in the area brought on by this influx. The co-

incidence of large, young-family group (chiefly Negro with some Middle Eastern) with the group of less stable unemployed, underemployed, or derelict men, creates a strip along Blue Hill Avenue which is particularly debilitating to social conditions. This area, especially long Blue Hill Avenue, is characterized by marginal businesses, eating places, liquor stores and rooming houses. Blue Hill Avenue itself is also referred to by residents as "Agency Row"--a name that signified some cynicism toward the proliferation of social welfare agencies.

This strip, as one would expect, is marked by the physical and social deterioration caused by the prevalence of disorganized crime--to the point where many who live in the area will not leave their homes at night. Gambling, housebreaking, and petty larceny create a constant atmosphere of suspicion and cynical fear; at the same time, if offers the most attractive way of life visible to many, particularly the younger adults and young children. Young boys are particularly noted as those for whom this environment is destructive. There is a general lack of things to do for children and young people. If the school is such that they can learn nothing of value or interest, if they can see no valuable way of life possible or attractive to them even supposing the completion of school--and if successful completion of school and working afterwards would necessarily make them strangers to their families and community--their moti-

vation to attain the things which are as attractive to themselves as to their parents, will not suggest to them that they follow the traditional middle-class pattern of education, labor, and "pull."

Where there is nothing offered in the streets (and the streets, though crowded, are less crowded than the homes), beyond association with others in the same position, groups of young people will certainly find a way to act in a direction which, though positive in terms of the use of energy toward some goal, is negative in its effect on the community, and, in the final hopeless irony, self-destructive.

One person, when asked what the residents of the area need most, answered simply and frequently, "something to do." The need for something to do did not suggest merely jobs or more bars or playgounds, but a far more complicated need--the creation of a totally new way of like which would allow and foster positive social action in a direction of mutual self-advantage.

The needs, in abstract terms, could be ranked in this order: First, a practical goal which would include the possibility of a valuable way of life and self-esteem;

Second, practical, visible, and predictable means by which this goal could be reached;

Third, a just expectation that individual effort toward this goal, acceptable to the larger society, will not result in the alienation of the individual from his peers or from his community.

Though the group of younger people is more evident to the passerby, and most strident in its needs, perhaps the needs of families and older people are more poignant. Many of these are people who have "nothing to do," and further lack the energy to do it. There are old people (couples or single) who have owned and lived in their homes for years while the changing populations swept around them, and who are now left virtually stranded; there are mothers living in slum housing with a number of children, who are unable to get far beyond their homes because of the necessity of caring for the children; there are single working people (most of them women) whose success in finding employment and attaining a better financial stability than might normally have been expected, have been isolated partly as a result of their own success, who live in the area because it is convenient to transportation or because there is nowhere else to go--mingling more fully in the community, or starting a family, would represent a threat to the tenuous hold these people have on security; there are also single men, older people, separated or unmarried, pensioners, unemployed, derelict, ex-servicemen, who are too old or too hopeless to look for steady employment--and for whom in any case steady employment would be insufficient, as it would not lead to a steady position in the community (other than insuring the possibility of a permanent place of residence).

It is plain that the differences in ways of life among these groups will prevent much in the way of daily interrelationship--even where a single block is made up of representatives of all these types. While it is essential that one group keep all the others in mind, which is unavoidable in any case because of physical proximity, it is seldom that all groups will act together toward any one goal--because it is seldom likely that all groups will have a similar goal.

Thus, the population itself mirrors the physical setting in its inconsistency. The majority of the area, except for those portions that are confirmed slum or middle-class, is so mixed in quality and type of housing that no physical sense of community is possible. The sense of these areas is presently mixed. There are those residents who have seen the tendency toward decline for so long--or who feel themselves declining through their association with these areas--that they predict a further tendency in this direction for the population as for the physical setting. There are others who, having gotten some wind of proposed redevelopment in the area, feel confident that this portion of the city will experience a rejuvenation--with a consequent rise in property value and the inevitable exclusion of the current residents. Some feel that there is already an indication of the same sort of trend in the lower Dorchester section, as has been evident in the South End, where

extensive rehabilitation has made the area attractive to new, more wealthy, immigrants from the suburbs or from other parts of Boston. The residents of the poorer sections who expect this sort of trend are, consequently, cynical of the rehabilitation effort and suspicious of agencies that they connect with this effort.

It is perhaps one of the strongest marks of poverty, and one which has only recently begun to change, that the people in the greatest communal need have been most hesitant to make their needs known. This might be for a number of reasons. There might have been no one who could help, who was willing to be informed; people might have felt that by attracting the attention of government or social agency to themselves, they were putting themselves more deeply in a position of defeat. There might be the pride necessary to defending whatever characteristic--fortunate or not--that distinguished one group from another, or that distinguished one man from others in his group. Although it is common to refer to a ghetto population as suffering a stigma of some sort, it is abundantly clear that, from the ghetto looking outwards, there is a deep and despicable stigma attached to <u>not belonging</u> to the ghetto. This feeling is prevalent in much of the Model City Area--principally in the northern poorer sections.

There being so much difference in the character of the area, and in the population which inhabits it, it is natural that there

should be strong differences of opinion among area residents about each other, about their strengths and weaknesses as groups--about their needs and the best ways in which these needs could be served. And it is particularly worthy to note that there are strong elements within the community which are currently engaged in working not only toward individual self-betterment, but toward the general improvement of the community as a whole. These elements, perhaps being closer in sympathy to the less fortunate people, are at the same time more likely to be cynical about the ability of the poorer people to actually reach a better position by any means--and they may at the same time feel threatened by their proximity to the poor. Both their property and their new self-esteem stand in some jeopardy. Thus, they may see the same general needs which are amply visible to all--better housing, sanitation, schools, health and recreation facilities, consumer education and cooperation, etc. But their view of the immediacy of particular needs, or the means by which these needs might best be met, or their view of those who would stand to grain the greatest benefit from various programs, might differ sharply from the views of those whose needs are the greatest.

For this reason, aside from mentioning the needs, it is impossible to present an accurate picture of the views of residents with respect to the ranking of needs, without recourse

to a lengthy census of opinion.

The age group which is mentioned most frequently, either as the group which is in most need, or as the group who might profit most from programs, is between 16 and 26. This includes those who have not been offered the advantages resulting (in some cases) from a completed high school education and those who have seen no reason to complete that education, or those currently in school who lack the expectation of a decent future that would encourage them in their working. Much of the property damage and other non-organized crime is the result of the actions of this group. Consequently, property owners see them as the greatest threat; and they, as well as their families, must grow conscious of the fact that their depredations are ultimately self-defeating.

Housing conditions, also, provoke sharp contrasts in opinion. It is plain enough that most of the housing in the worst areas and too much of the housing in the best areas is in deteriorated or unsafe condition. These housing units, whether vacant or overcrowded, are a deteriorating factor. The home owners may see it as essential that the tenants of the worst housing, along with the housing itself, be removed. The tenants, on the other hand, see the problem in terms of having slumlords forced to bring their housing into compliance with the regulation standards and forcing, by some means, fairer

rent. It is clear that those who live in rented quarters feel very differently about their upkeep from those who live in their own homes.

When the question of employment or medical aid is raised, there are also striking differences of opinion. It is generally true of most of this area that doctors will not make house calls--and that the whole system of medical care is very different from that enjoyed by members of happier communities. If a family is knowledgeable and energetic enough, its members may travel some distance to obtain care at a hospital clinic. Otherwise, conditions which require treatment may not be realized, or may not be brought to the attention of proper and able practitioners. The better oriented residents of the area are more likely to understand the need for medical treatment, and are at the same time better acquainted with a means of obtaining that treatment.

Two main reasons are offered for the need of pre-school programs. One is the obvious advantage to children in having some orientation toward education before they are incorporated into the educational system. Another is that this means of caring for these children allows their mothers (particularly those who are themselves heads of families) some free time in which to follow other pursuits.

The same kind of general division is evident in discussions of adequate public facilities needed for education, health and social services, transportation and recreation, as well as better street lighting, better police protection and sanitation.

It is important to an adequate understanding of social unrest in the area that, although different individuals may see the same problems in different ways, there is a growing tendency toward a singleness of purpose and action at the block and neighborhood levels. This tendency is true not only in interracial terms, but also, and more important, in terms of inter-class unity. All of the problems affecting the area are necessarily of general concern. It is clear that just as young boys from different backgrounds and of different races group together to play football or break windows, their parents are grouping together to establish and maintain the strong community spirit which is the most vital factor in positive social change.

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MIGRATION ANALYSIS OF THE PROPOSED MODEL CITIES AREA IN ROXBURY-NORTH DORCHESTER

The following information has been prepared from a sample survey that was conducted in 1963-1964 by Wilbur Smith & Associates for the Boston Regional Planning Project, primarily for purposes of Transportation Planning. This information is included to indicate Migration Characteristics of the Demonstration Area and as an aid in updating the census information presented earlier. The approach in this section is, on the one hand, to compare the proposed Model Cities Area with the Washington Park Urban Renewal Area and with the rest of Boston; and on the other hand, to compare districts within the proposed Model Cities Area with each other. A map showing the location of proposed Model Cities Area in the City of Boston is included as FIGURE 8. The sample was 4% of the population in the dense regions of the metropolitan area (including all of Boston) and 7% in the outlying regions. The Massachusetts Department of Public Works has kindly granted permission to use this information in order to conduct the present analysis.

* * *

SELECTION OF STATISTICAL DISTRICTS FOR TABULATION OF THE SURVEY RESULTS:

The districts chosen for study in this section of the analysis were chosen to be compatible with the areas used in the presentation of census material earlier. The exception to this is that the districts in which the Boston Regional Planning Project information was coded are smaller than census tracts (though they can be aggregated to census tracts), such that with a few exceptions that are indicated on the maps indicating these districts, these districts are coincident with the boundaries of the demonstration cities area. In the case of the material from the 1960 census used above, a percentage was taken of the census tracts which were partially in the districts. Other than this:

JAMAICA PLAIN	=	DISTRICT A
HIGHLAND PARK	=	DISTRICT B
CAMPUS HIGH SCHOOL	=	DISTRICT C
ROXBURY NORTH DORCHESTER	=	DISTRICTS D through H
DORCHESTER	=	DISTRICT I

It is difficult to assess the validity of the statistics from the survey since the sample was taken to be valid to Traffic Zones which are aggregations about the same size, but not coincident with the districts used here. It is safe to say, however, that the error is no greater than ± 5%.

MIGRATION BETWEEN THE PROPOSED MODEL CITIES AREA AND OTHER AREAS:

We note from FIGURE 1 that migration to the Washington Park Renewal Area and the proposed Model City Area from Eastern Massachusetts and "elsewhere" (other than the City of Boston) is significantly lower in comparison with migration from these areas to Boston as a whole. Migration from outside Boston to Washington Park was 8% and to the proposed Model City Area, was 7%, as compared to 20% immigration from outside for the rest of Boston.

We note further that there was a marked net emigration from the Washington Park Renewal Area to both the Model Cities area and to the rest of Boston, and a less marked net emigration from the Proposed Model Cities Area to the rest of Boston.

We note, finally, that migration within Washington Park and the Model City Area was much greater than migration between locations in the rest of Boston.

Ten thousand, eight hundred (10,800) households out of a total of 26,700 (or 40% of the households) in Washington Park and the Model Cities Area migrated to new locations within either of these areas, compared to only 29% who migrated between locations in the much larger area of the rest of Boston.

INCOME DISTRIBUTION OF TOTAL HOUSEHOLDS (1964) AND OF IMMIGRANT HOUSEHOLDS (1959-1964) TO THE WASHINGTON PARK RENEWAL AREA, THE PROPOSED MODEL CITY AREA, AND THE REST OF BOSTON: (FIGURE 2)

The population of the proposed Model Cities Area is strongly peaked around a family income of $4,500.; and migrants to the Model Cities Area are even more strongly peaked around this income level.

The Washington Park Renewal Area has two quite noticeable peaks in family income distribution in 1964. These peaks are even more pronounced for the recently immigrating population than for the total population. These peaks, both for the resident households in 1964 and for the immigrants, come below $3,999. and at $12,500.

The highest income groups are noticeably absent both in Washington Park and in the proposed Model Cities Area, in comparison to the rest of Boston.

That the curves for the recently immigrating population and the total population approximate each other is not surprising, in view of the fact that 60% of the Washington Park households, 62% of the Model Cities Area households, and 52% of the Boston household populations in 1964 arrived at their present address within five (5) years of that date. This rapid change in the population also suggests one should be skeptical of the present day validity for this area of 1960 census population, as has been indicated in the earlier presentation of census material.

MIGRATION BETWEEN DISTRICTS OF THE PROPOSED MODEL CITIES AREA, WASHINGTON PARK, AND THE REST OF BOSTON: (FIGURES 3 & 4)

Statistics on migration between districts of the proposed Model Cities Area, Washington Park, and the rest of Boston are presented in FIGURE 3 and mapped in FIGURE 4.

The following generalities can be made, with respect to this migration:

a) There is a heavy migration flow from Washington Park into "H" and to a lesser extent into "B", "D", and "I". In the case of "B", "H", and "I", these inflows from Washington Park appear to be associated with heavy outflows to other parts of Boston.

b) The only areas from which noticeable flow into Washington Park occurred (and the flows are all low) are "D", "F", and "I". "F" and "I" are also associated with high inflows from other parts of Boston. The flows from Washington Park (using subjective knowledge of the area, in addition to the fact of heavy outflow from these areas to other parts of Boston) would suggest movements--probably of middle- or upper-class Negroes--from Washington Park into these areas. This generalization is perhaps true to a lesser extent for the DISTRICT B on the map where there is inflow from Washington Park and outflow to Boston.

c) DISTRICTS A and C would appear to be more strongly connected with other parts of Boston by migration than with the Washington Park Area.

A = Jamaica Plain
B = Highland Park
C = Campus High School
D--H = Roxbury-North Dorchester
I = Dorchester

MIGRATION OF HOUSEHOLDS WITHIN THE PROPOSED MODEL CITIES AREA (1959-1964): (FIGURES 5 & 6)

Statistics on migration of households within the Model Cities are presented in FIGURE 5 and mapped in FIGURE 6.

These statistics indicate heavy migration into "I" from all parts of the Model Cities Area. In addition, they show a migration from "F" to "E" apparently associated with migration from "E" to "D" and "G", and from "D" to "G". Finally, migration to "H" from "C" and "G" appear associated with emigration from "H" to "A", "B", and "I".

SELECTED CHARACTERISTICS OF HOUSEHOLDS (1964) IN THE PROPOSED MODEL CITIES AREA, WASHINGTON PARK RENEWAL AREA, AND THE REST OF BOSTON:

The poorest districts in terms of income are "C", "D", and "A". In "C"
74% of the households had an income of under $5,000.;
34% under $4,000.

"D" had
34% under $4,000.; and

"A"
30% under $4,000. For the

Proposed Model Cities Area as a whole,
51% had incomes of under $5,000.

A = Jamaica Plain
B = Highland Park
C = Campus High School
D--H = Roxbury-North Dorchester
I = Dorchester

Migration Analysis

The most affluent districts were "F" and "E", of which in

"F" 38% and in

"E" 31% of the households had income over $7,000. From the

Proposed Model Cities Area as a whole, 24% of the households had incomes over $7,000; whereas, for

the Rest of Boston, 31% had incomes over $7,000.

Districts "C", "D", and "G" had the highest percentages of

households with no automobiles: "C" 91% "D" 73% "G" 81%

The most automobiles were to be found in:

"A" 50% "E" 46% "F" 52% "I" 58%, having one or more

automobiles.

The most households with children 0-5 years were to be found

in "D", where 40% of the households had children in the age group compared to

23% to 28% for other districts.

The Model Cities Area 27% as a whole, and also Washington Park, 28%

have a far higher percentage of households with children 0-5 years

than does the rest of Boston. 18%

A = Jamaica Plain
B = Highland Park
C = Campus High School
D--H = Roxbury-North Dorchester
I = Dorchester

Migration Analysis

In "D", 97% of the households rent their dwelling unit, compared to 72% to 81% for other districts.

Districts "D", 26% "E", 21% and "F" 22% all had large number of households with six (6) or more persons. "I" 3% and "C" 8% in this category.

District "C" 32% had the lowest percentage of households at the present address 0-5 years; and "E" had the largest number at the same address twenty (20) or more years.

A = Jamaica Plain
B = Highland Park
C = Campus High School
D--H = Roxbury-North Dorchester
I = Dorchester

ATTACHMENT

to

MODEL CITY PROPOSAL

"PART II, SECTION B - THE MODEL NEIGHBORHOOD AREA"

Section 10 - Migration Analysis (to 1964)

MAPS & TABLES

FIG. 1

MIGRATION OF HOUSEHOLDS (SURVEY ESTIMATE): WASHINGTON PARK RENEWAL AREA, PROPOSED MODEL CITY AREA, THE REST OF BOSTON, EASTERN MASSACHUSETTS, ELSEWHERE

	Area Migrated to Washington Park	Model City Area	Rest of Boston
Washington Park	1800 (30)	2000 (11)	1600 (1)
Model City Area	600 (10)	6200 (30)	4500 (2)
Rest of Boston	700 (12)	2800 (14)	57300 (29)
Eastern Massachusetts (other than Boston)	0 (0)	600 (3)	15500 (8)
Elsewhere	500 (8)	900 (4)	24400 (12)
Total Immigrants (1959-1964)	3600 (60)	12700 (62)	103300 (52)
Total Household Population (1964)	6000 (100)	20700 (100)	197400 (100)

( ) - Percentages of Total Household Populations

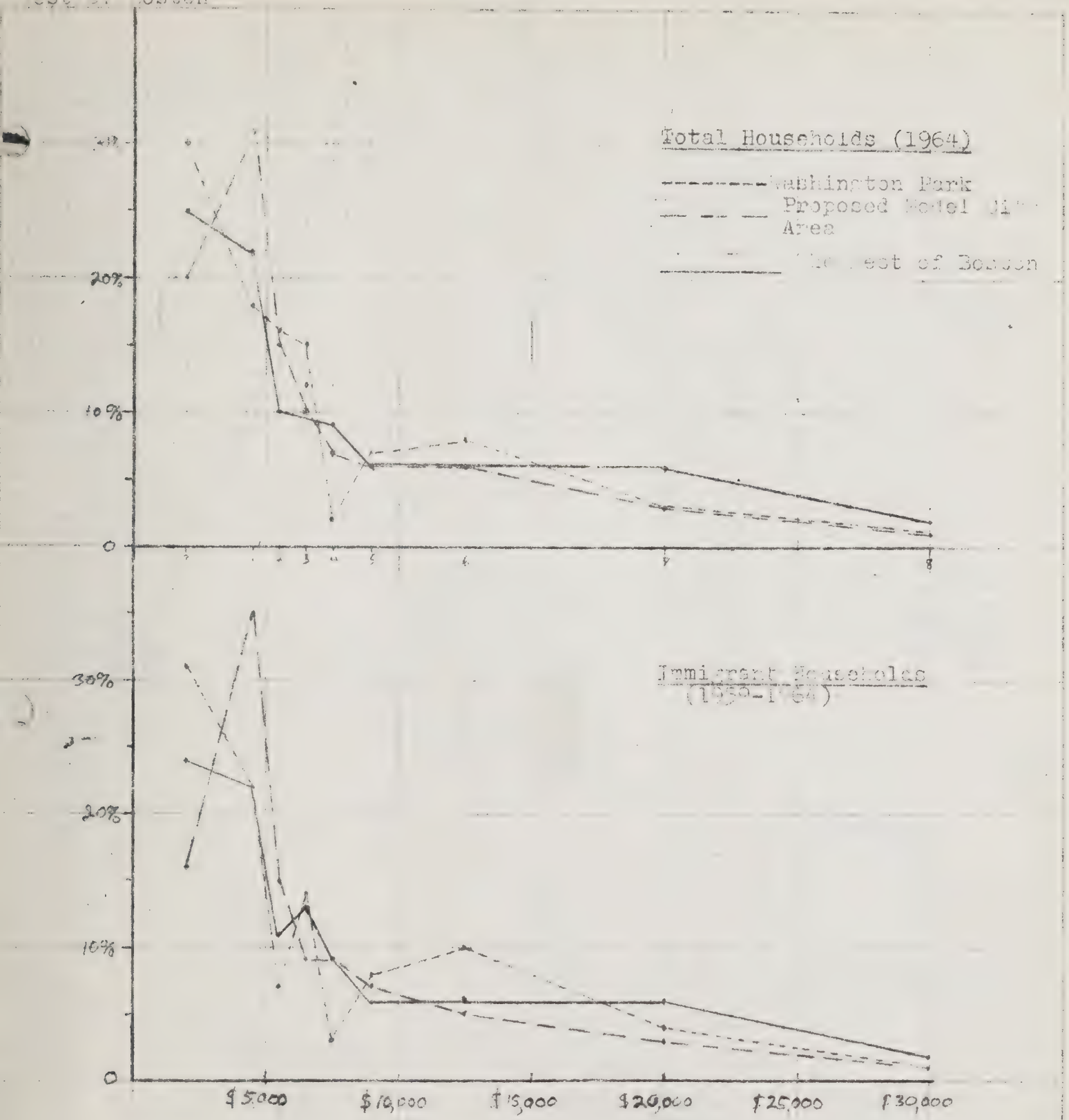
NET MIGRATION OF HOUSEHOLDS BETWEEN WASHINGTON PARK, PROPOSED MODEL CITIES AREA, AND THE REST OF BOSTON (1959-1964)

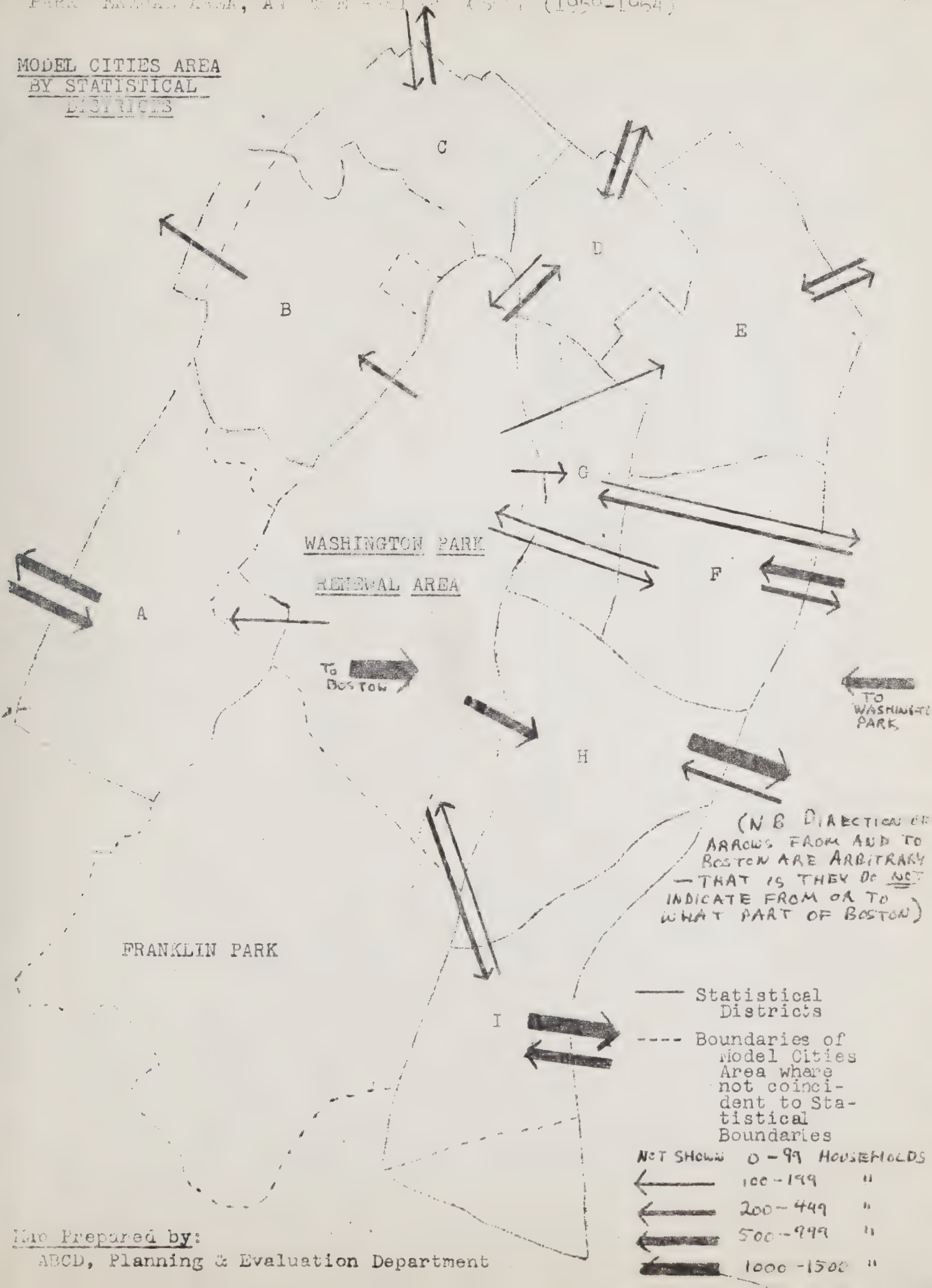
Washington Park to Proposed Model Cities Area----------1600

Washington Park to the Rest of Boston---------- 900

Proposed Model Cities Area to the Rest of Boston----------1700

1964) in Washington Park Renewal Area, Proposed Model City Area, and the rest of Boston





Map Prepared by:
ABCD, Planning & Evaluation Department

FIG. 3

Migration flows between districts of the Model Cities Area (as indicated on map) and Washington Park Renewal Area, the Model Cities Area, and the rest of Boston.

HOUSEHOLDS MIGRATED TO:

		Washington Park Renewal Area	Model Cities Area	Rest of Boston
Households Migrated from Districts of Model Cities Area:	A	0	700	550
	B	50	900	300
	C	50	250	300
	D	150	400	350
	E	50	750	350
	F	100	1050	450
	G	50	450	150
	H	50	1200	1000
	I	100	400	1050

HOUSEHOLDS MIGRATED FROM:

		Washington Park Renewal Area	Model Cities Area	Rest of Boston
Households Migrated To Districts of Model Cities Area:	A	150	700	600
	B	200	900	50
	C	50	150	150
	D	450	400	200
	E	100	650	250
	F	150	950	550
	G	150	500	200
	H	650	850	300
	I	350	1000	500

NET HOUSEHOLD MIGRATION

		To Washington Park Renewal Area	To Model Cities Area	To Rest of Boston
From Districts of Model City Area	A	-150	0	-50
	B	-150	0	250
	C	0	100	150
	D	-300	0	150
	E	- 50	100	100
	F	- 50	100	-100
	G	-100	-50	150
	H	-600	350	700
	I	-250	-600	650
Net Change		-1650	0	1700

FIG. 5

MIGRATION OF HOUSEHOLDS BETWEEN DISTRICTS

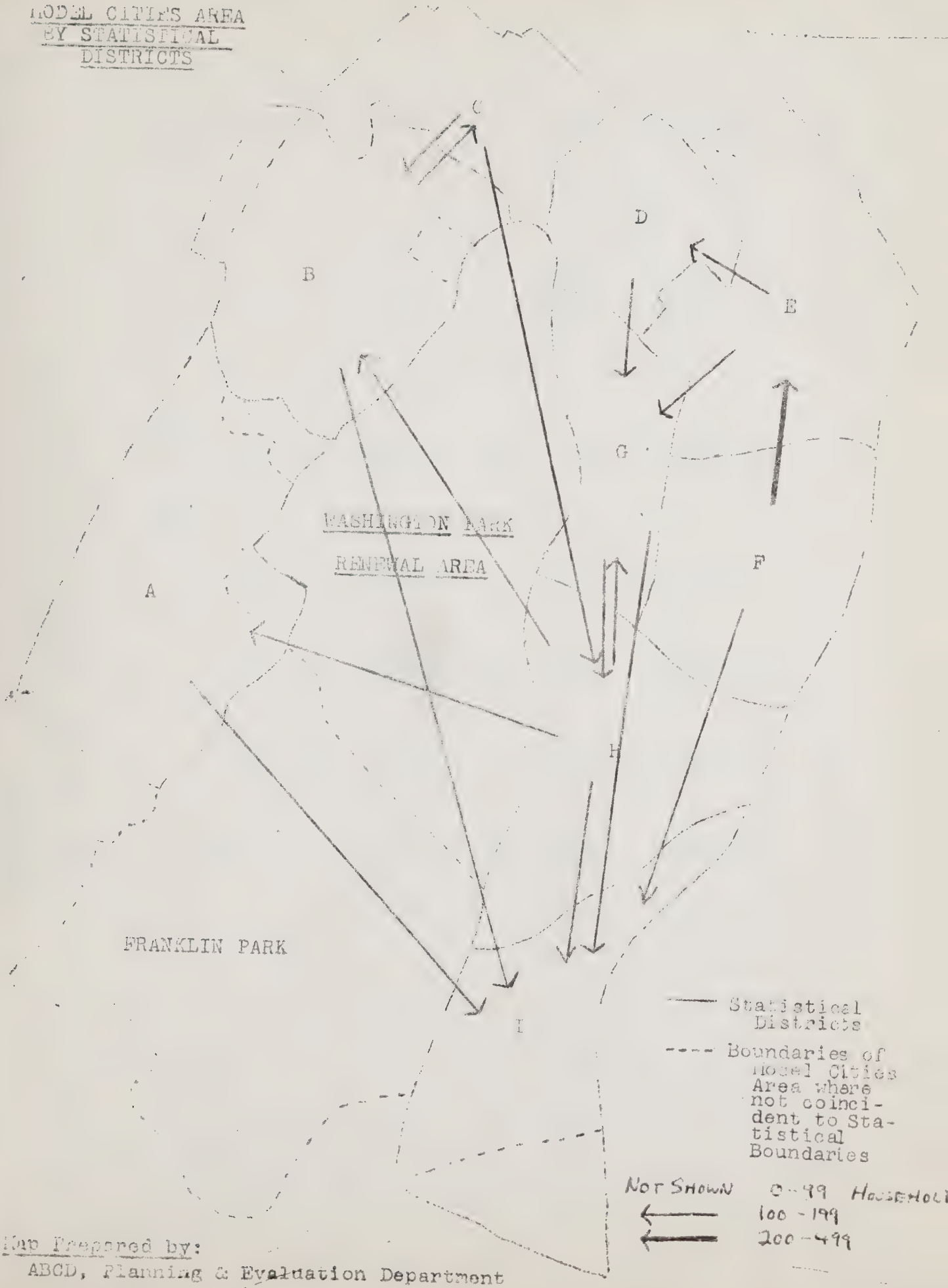
WITHIN THE MODEL CITIES AREA

Migrated To District:

		A	B	C	D	E	F	G	H	I
Households Migrated From District:	A	500	50	0	0	0	50	0	0	100
	B	50	550	100	50	0	50	50	0	100
	C	0	100	50	0	0	0	0	100	0
	D	0	0	0	200	50	0	100	0	50
	E	0	50	0	150	300	100	150	0	50
	F	0	0	0	50	200	550	50	50	150
	G	0	0	0	0	50	100	100	100	150
	H	100	100	0	0	50	100	100	550	150
	I	50	0	0	0	0	0	0	50	300

	A	B	C	D	E	F	G	H	I
Total Population	2900	2150	1250	1700	1850	2750	1200	3450	3400
Total Migrants (1959-1964)	1500	1150	350	1150	1000	1800	900	1850	2100
% of Total Migrants Who Migrated To New Location In Same District	33%	48%	14%	17%	30%	31%	11%	30%	14%

MODEL CITIES AREA
BY STATISTICAL
DISTRICTS

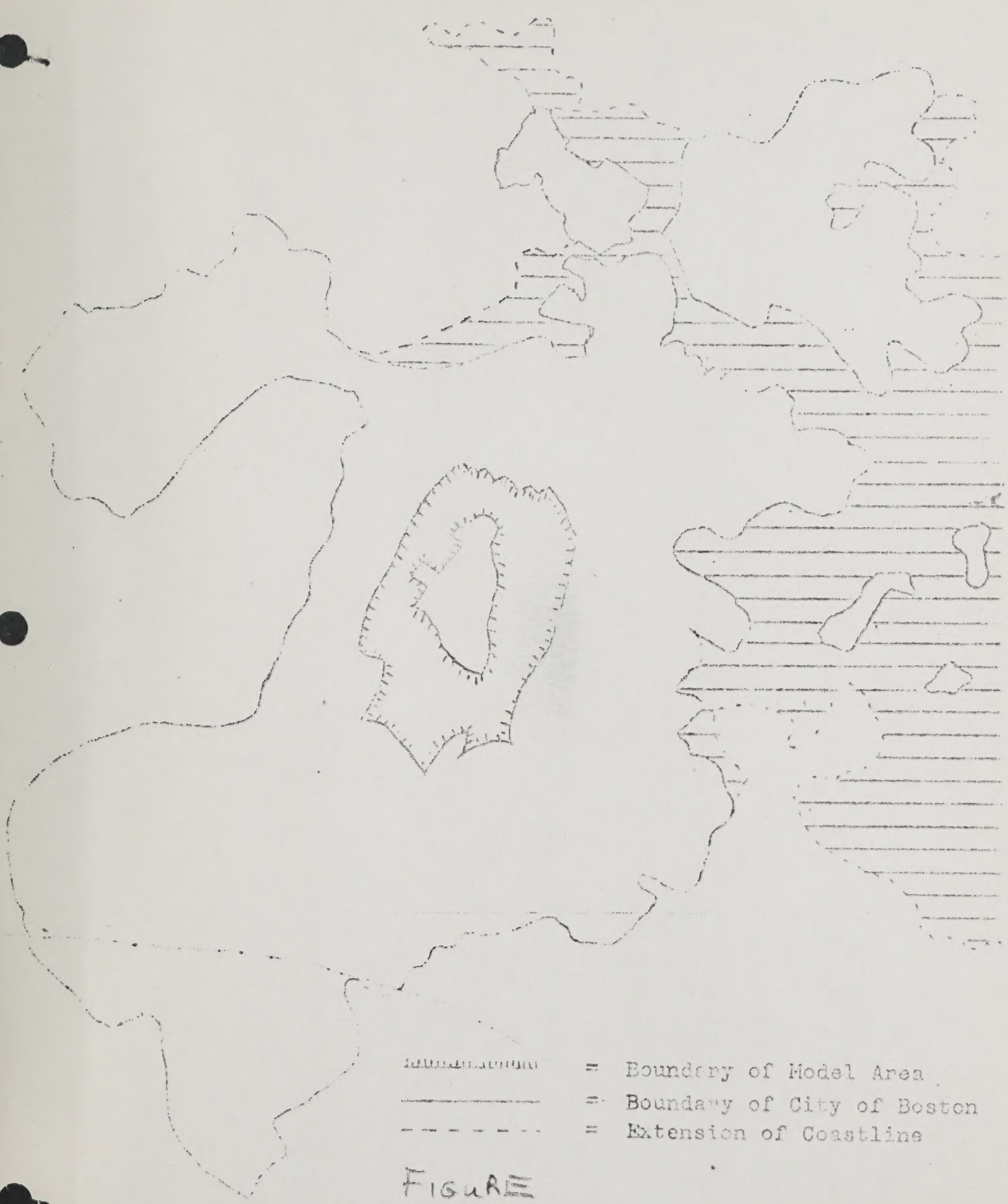


Map Prepared by:
ABCD, Planning & Evaluation Department

FIGURE 7

SELECTED CHARACTERISTICS OF HOUSEHOLDS (1964) IN PROPOSED MODEL CITIES AREA, WASHINGTON PARK RENEWAL AREA, AND THE REST OF BOSTON (In Percents)

AT PRESENT ADDRESS	A	B	C	D	E	F	G	H	I	TOTAL MODEL CITIES AREA	WASHINGTON PARK	REST OF BOSTON
0-5 Years	62	55	32	68	60	69	78	56	66	61	60	52
6-19 Years	23	28	52	26	20	22	18	37	24	27	27	30
20 + Years	15	17	16	6	20	9	4	7	10	12	13	18
RENT DWELLING UNIT	72	81	83	97	75	72	81	78	72	77	75	70
PERSONS IN HOUSEHOLD												
1	15	28	16	15	19	13	22	16	9	16	14	25
2	18	14	37	20	22	28	45	25	33	26	34	29
3-5	50	44	39	39	38	37	22	44	55	41	36	36
6+	17	14	8	26	21	22	11	15	3	17	16	10
HOUSEHOLDS WITH CHILDREN												
0-5	28	28	24	40	28	25	26	26	23	27	28	18
HOUSEHOLDS WITH NO AUTO	50	61	91	73	54	48	81	63	42	58	58	46
1 Automobile	40	39	9	27	42	51	19	33	54	39	39	47
2+ Automobiles	10	0	0	0	4	1	0	4	4	3	3	7
HOUSEHOLDS WITH INCOME												
0 - $3,999	30	6	34	29	11	13	15	18	24	20	30	25
$ 4,000 - 4,999	24	32	40	33	45	36	44	29	21	31	18	22
5,000 - 5,999	17	26	15	18	11	10	22	15	10	15	16	10
6,000 - 6,999	10	16	4	11	2	3	7	10	19	10	15	12
7,000 - 7,999	13	17	0	3	20	14	11	13	18	14	10	15
10,000 +	6	3	7	6	11	24	0	15	8	10	11	16
TOTAL POPULATION	2,900	2,150	1,250	1,700	1,850	2,750	1,200	3,450	3,400	20,700	6,000	197,400



FIGURE

OUTLINE OF CITY OF BOSTON
SHOWING PROPOSED MODEL CITY AREA

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NO. 2507

BR-RED
BG-BLACK
BR-LT GREY
BG-LT GREEN
BV-WHITE BLUE
BV-YELLOW

BG-TURQUOISE
BR-PALM GREEN
BV-EXECUTIVE RED
BG-DARK GREEN
BV-TANGERINE
BB-POWDER BLUE

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